Am. B 3040
(470)

Proceedings

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 56.

S. L. WALLACE, ADMINISTRATOR, AND OTHERS.

Letter from the assistant clerk of the Court of Claims transmitting a copy of the findings filed by the court in the cases of S. L. Wallace, administrator, William F. Perry, Tobias Tenpenny, and Luke Lee against the United States.

DECEMBER 12, 1895.—Referred to the Committee on War Claims, and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 11, 1895.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings field by the court in each of the aforesaid causes, which cases were referred to this court by the Committee on War Claims House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

BIBLIOTHECA REGIA MONACENSIS

[Court of Claims. Congressional, No. 8826. Mason Jones *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Mason Jones, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed January 7, 1895.

[Court of Claims. Congressional case No. 8826. S. L. Wallace, administrator of Mason Jones deceased, *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 24th day of March, 1892.

On a preliminary inquiry the court, on the 7th day of January, 1895, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 7th day of November, 1895.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by Charles W. Russell, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in Martin County, State of North Carolina, where decedent resided during the late war of the rebellion; that at different times during said period the United States forces, by proper authority, took from said decedent quartermaster stores and commissary supplies of the value of $1,220, and appropriated the same to the use of the United States Army, as follows:

4 horses	$500.00
50 barrels corn, at $5 per barrel	250.00
4,000 pounds fodder	40.00
2,000 pounds pork	300.00
2 bateaux, used at fishing	80.00
100 bushels sweet potatoes	50.00
Total	1,220.00

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from Mason Jones, of Martin County, N. C., since deceased, during the war for the suppression of the rebellion, by military authority, for the use of the United States Army, stores and supplies as alleged in the petition, then reasonably worth the sum of five hundred and thirty-five dollars ($535), which do not appear to have been paid for.

BY THE COURT.

Filed November 11, 1895.
A true copy.
Test, this 11th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 8809. William F. Perry *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that William F. Perry, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed November 28, 1892.

[Court of Claims. Congressional case No. 8809. William F. Perry *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 24th day of March, 1892.

On a preliminary inquiry the court, on the 28th day of November, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 7th day of November, 1895.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by Charles W. Russell, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in Gibson County, State of Tennessee, where he resided during the late war of the rebellion; that at different times

during said period the United States forces, by proper authority, took from him quartermaster stores and commissary supplies of the value of $195.50, and appropriated the same to the use of the United States Army, as follows:

35 bushels Irish potatoes	$35.00
100 chickens	25.00
100 pounds pork	10.00
150 pounds bacon	75.00
150 pounds salt	15.00
75 pounds flour	4.50
2 bushels meal	2.00
Coffee and sugar	5.00
1,200 rails	24.00
Total	195.50

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDING OF FACT:

Of the above-described property there were taken by military authority for the use of the Army from claimant's farm in Gibson County, Tenn., in 1862, supplies of the value of ($51) fifty-one dollars.

The bacon, salt, flour, meal, coffee, and sugar as above were not taken by military authority, but by depredation of soldiers.

BY THE COURT.

Filed November 11, 1895.
A true copy.
Test, this 11th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 5602. Tobias Tenpenny *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Tobias Tenpenny, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed April 3, 1893.

[Court of Claims. Congressional case No. 5602. Tobias Tenpenny *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores, alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 3d day of August, 1888.

On a preliminary inquiry the court, on the 3d day of April, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 7th day of November, 1895.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by Charles W. Russell, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in Cannon County, State of Tennessee, where he resided during the late war of the rebellion; that at different times during said period the United States forces, by proper authority, took from

him quartermaster stores of the value of $230, and appropriated the same to the use of the United States Army, as follows:

1 gray horse, about 12 years old	$100.00
1 black mare mule, about 3 years old	130.00
Total	230.00

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDING OF FACT:

During the war of the rebellion there were taken from claimant, as alleged, by the military forces of the United States, for the use of the Army, the property above stated, then reasonably worth the sum of two hundred dollars ($200.).

BY THE COURT.

Filed November 11, 1895.
A true copy.
Test, this 11th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 1829. Luke Lee *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Luke Lee, the person alleged to have furnished such supplies or stores or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed June 18, 1888.

[Court of Claims. Congressional case No. 1829. Luke Lee *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 27th day of February, 1887.

On a preliminary inquiry the court, on the 18th day of June, 1888, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 7th day of November, 1895.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by Charles W. Russell, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in Wayne County, State of Tennessee, where he resided during the late war of the rebellion; that at different times during said period the United States forces, by proper authority, took from him commissary supplies of the value of $479, and appropriated the same to the use of the United States Army, as follows:

1,000 pounds pork	$100.00
1,800 pounds pork	180.00
900 pounds beef	45.00
150 pounds pork	15.00
850 pounds pork	85.00
480 pounds mutton	24.00
25 gallons molasses	10.00
400 pounds beef	20.00
Total	479.00

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDING OF FACT:

During the war of the rebellion there were taken from the claimant, as alleged, by the military forces of the United States, for the use of the Army, stores and supplies of the general kind alleged in the petition, which at the time of taking were reasonably worth the sum of two hundred and fifty-three dollars ($253).

BY THE COURT.

Filed November 11, 1895.
A true copy.
Test, this 11th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 57.

SURVEY OF GREAT SALT POND, BLOCK ISLAND, R. I.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of survey of Great Salt Pond, Block Island, R. I.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 29, 1895, together with a copy of report, with map, from Lieut. Col. S. M. Mansfield, Corps of Engineers, dated October 8, 1895, of a survey made by him, in compliance with the provisions of section 12 of the river and harbor act approved August 17, 1894, of Great Salt Pond, Block Island, R. I.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: I have the honor to submit the accompanying report, with map, dated October 8, 1895, by Lieut. Col. S. M. Mansfield, Corps of Engineers, of the results of survey of Great Salt Pond, Block Island, R. I., with a view to making a harbor of refuge therein, made to comply with requirements of section 12 of the river and harbor act of August 17, 1894.

Lieutenant-Colonel Mansfield estimates that the necessary dredging and jetty construction for securing and maintaining a channel with a central depth of 25 feet between the pond and the ocean will cost

(exclusive of the amount of $50,000, still available from the appropriation for the work by the town of New Shoreham and the State of Rhode Island), $97,567.94.

Very respectfully, your obedient servant.

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF GREAT SALT POND, BLOCK ISLAND, R. I.

UNITED STATES ENGINEER OFFICE,
Boston, Mass., October 8, 1895.

GENERAL: In compliance with instructions contained in Department letter of December 15, 1894, I have the honor to submit the following report upon a survey of Great Salt Pond, Block Island, R. I., with a view to making a harbor of refuge therein, in accordance with the river and harbor act of August 17, 1894.

The survey was made in September, 1895.

Upon my visit to the island on September 4, 1895, I found that the project was partly executed and was being pushed forward with great energy under appropriations (which aggregate $100,000) made by the State of Rhode Island and the town of New Shoreham, which is the official designation of the settlement on Block Island. Two dredges were at work in the cut, taking out about 1,000 cubic yards per day, and a jetty was under construction in the sound on the south side of the cut and completed for a length of 425 feet. A contract was in force for dredging 330,000 cubic yards of material from the cut, to make it 12 feet deep, and another contract for the construction of two jetties—the one on the south side to be extended about 700 feet farther, and one on the north side (not yet begun) to be built out to about 15 feet of water.

Of the funds available $20,000 had been reserved from contract for the present.

To the 1st of September there had been dredged 268,038 cubic yards, at a cost of $28,680.07, and $17,828.32 had been earned by the jetty contractor.

At that date there existed a navigable channel between the pond and ocean 300 feet wide and about 12 feet deep, protected from the normal drift of sand along the shore by a jetty 500 feet long—the whole executed in position and on the lines suggested in the report of Major Houston in 1868, to which no exceptions can be taken.

The work of construction is admirably well done, the jetty being built in the most substantial manner of granite rubble, made sand tight with a 3-inch oak plank, tongue and groove, sheathing along its axis driven 3 feet into the bottom, and spiked with galvanized iron to a 4 by 6 oak stringer bolted to piles 8 feet apart, driven not less than 10 feet into the bottom. On each side of this sheathing a foundation is formed of a single layer of stones, none less than 1 ton weight, covering the entire width of the jetty; on this a core of "chip" stones, placed on either side to a width of 6 feet at the base and of 2 feet at the level of high water, embraces the sheathing, and the whole is covered with granite blocks of not less than 1 ton each and averaging not less than 2 tons, topped off at the level of 5 feet above high water.

The experience derived from the work already done is especially valuable, as it was practically impossible to make borings or current observations with the limited funds at my disposal. Much has been learned as to the character of the material to be encountered, and of other features which must be considered in perfecting a project for a harbor of refuge here, and in estimating the cost.

Block Island is a Glacial drift formation covered with soil and grass; it shows no sand drifts, and no bed rock or large bowlders are anywhere observable on the island.

The winds, arranged in order of their prevalence, are first southwest, then northwest, northeast, and north, while the stormwinds, in order of severity, are first northeast, then southwest, northwest, and southeast.

The shore of the island at the proposed cut is only exposed to southwest and northwest winds. The latter, with a sweep of only from 12 to 15 miles, probably have little effect upon the beach, as only a chop sea is raised. The southwest and southeast winds, coming in from the broad Atlantic, cause the extensive erosion of the south shore and the currents and drift of sand to the northward, and have formed the attenuated sandy point at the north end.

In any plan of improvement looking to making a harbor of refuge of Great Salt Pond the jetty at the south side of the cut will be the weather pier.

As shown by the survey, the "offshore" in the vicinity of the cut is a shelving beach of sand out to a depth of about 12 feet, where mud is encountered. The current along this shore is from the south under the influence of the prevailing wind and moves this sand northward, as is evidenced by a slight growth of the foreshore on the southerly side of the present jetty. Possibly only a narrow strip of sand is in motion along the shore, and it may be that the bottom here, out beyond a depth of about 12 feet, is not acted upon by the sea.

In the cut the soundings show a depth of 18 feet in one place, and as the material thus far dredged has been mainly sand, with some clay and an occasional bowlder easily handled, it is inferred that the same material will be found throughout the limits of the proposed excavation, and therefore no unusual difficulties are to be feared.

From the description of Great Salt Pond in the report of its preliminary examination and a reference to the sketch accompanying this survey, it is apparent that quite a large area of deep water exists capable of affording shelter to numerous vessels of deep draft, provided it be made accessible.

I assume that the channel of entrance should have at least a central depth of 25 feet and be of ample width, and on the accompanying chart I have projected such a channel through the center 150 feet wide, thence gradually shoaling to 12 feet in a width of 504 feet, and thence to high-water line with a slope of 1 on 4. The total width at low water will be 600 feet.

This will necessitate the excavation of 659,031 cubic yards of material, and at the present contract price of dredging, $10\frac{7}{10}$ cents a cubic yard, will cost $70,516.31; add for superintendence and contingencies, $7,051.63; total dredging, $77,567.94.

As the south jetty is the weather pier, it should be made of sufficient length to protect the cut from filling.

I have projected it only to the 18-foot contour, believing that many years will pass before an extension will become necessary. It will be adding to the present work about 700 feet, and, if built according to the section drawn on the chart, leaving out the sheathing and forming

a core of small rubble, will require 33,441 tons of stone, and at the present contract price, $1.33 per ton, will cost $44,476.53; add for engineering expenses, $5,523.47; total, $50,000; and for a north jetty to act as a breakwater, and to which a minor importance is attached, $20,000.

The unusual facilities for executing the work—viz, short towage to dumping ground, the presence of an abundant supply of fresh water, perfect shelter, and the ability to do the work independent of weather condition—satisfy me that the prices are reasonable and will hold. The State and town have yet to expend upon the work about $50,000.

SUMMARY.

Dredging	$77,567.94
South jetty	50,000.00
North jetty	20,000.00
	147,567.94
Less	50,000.00
Total	97,567.94

For the past history of this project and other particulars reference is respectfully invited to the report of a preliminary examination to be found on page 880 of the Report of the Chief of Engineers for 1893.

Very respectfully, your obedient servant,

S. M. MANSFIELD,
Lieut. Col., Corps of Engineers.

Brig. Gen. W. P. CRAIGHILL,
Chief of Engineers, U. S. A.

GREAT SALT POND, BLOCK ISLAND, RHODE ISLAND.

SURVEY OF SEPTEMBER, 1895.

SURVEY MADE WITH A VIEW TO MAKING
A HARBOR OF REFUGE THEREIN
IN ACCORDANCE WITH
ACT OF CONGRESS DATED AUGUST 17, 1894
UNDER THE DIRECTION OF
LIEUT. COL. S. M. MANSFIELD, CORPS OF ENGINEERS, U.S.A.
BY CHAS. W. MASON, HYDROGRAPHER

SCALE OF PLAN

U.S. ENGINEER OFFICE, BOSTON, MASS.
OCTOBER 8, 1895.
RESPECTFULLY FORWARDED TO THE CHIEF OF ENGINEERS WITH REPORT OF THIS DATE.

LIEUT. COL. OF ENGINEERS.

SKETCH

COMPILED FROM U.S. COAST SURVEY CHART OF 1886, AND U.S. ENGINEER SURVEYS OF 1868, 1892 AND 1895.

SCALE OF SKETCH

NOTE. THE SOUNDINGS ARE EXPRESSED IN FEET AND TENTHS AND REFER TO THE PLANE OF MEAN LOW WATER. THEY ARE SELECTED FROM THE MANY TAKEN IN THE SURVEY. THE LETTERS "S" OR "m" INDICATE CHARACTER OF BOTTOM, SAND OR MUD.
THE MEAN RISE OR FALL OF TIDE IS 2.8 FEET.
AREA SHADED WITH HORIZONTAL LINES IS TO BE DREDGED TO DEPTHS INDICATED ON CROSS SECTION OF PROPOSED CHANNEL.

SECTION ON A–B.

CROSS SECTION OF PROPOSED CHANNEL.

H Doc. 57 54 1

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 58.

SURVEY OF TARPAULIN COVE, NAUSHON ISLAND, MASSACHUSETTS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of survey of Tarpaulin Cove, Naushon Island, Massachusetts.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated December 3, 1895, together with a copy of a report, with map, from Maj. D. W. Lockwood, Corps of Engineers, dated November 30, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Tarpaulin Cove, Naushon Island, Massachusetts.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 3, 1895.

SIR: I have the honor to submit the accompanying report, dated November 30, 1895, with map, by Maj. D. W. Lockwood, Corps of Engineers, of the results of survey of Tarpaulin Cove, Naushon Island, Massachusetts, made to comply with provisions of section 12 of the river and harbor act of August 17, 1894.

The project of improvement submitted proposes the construction of two short breakwaters, one on either side of the entrance, with a view

to increasing the sheltered area in the cove, the estimated cost of the work being as follows:

East breakwater	$49,748
West breakwater	58,956
Total	108,704

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF TARPAULIN COVE, NAUSHON ISLAND, MASSACHUSETTS.

UNITED STATES ENGINEER OFFICE,
Newport, R. I., November 30, 1895.

GENERAL: The river and harbor act of August 17, 1894, provided for a survey and estimate of cost of improvement of Tarpaulin Cove, Naushon Island, Massachusetts. By Department letter dated Office Chief of Engineers, United States Army, Washington, D. C., September, 1, 1894, the above work was assigned to this office.

The field notes of the survey having been plotted, I have the honor to forward the map thereof, together with estimate of cost of the improvement proposed by Maj. W. H. Bixby, Corps of Engineers, in his report on the preliminary examination submitted under date of June 10, 1893, and which was approved by the division engineer of the north-east division.

I would respectfully invite attention to the report of Major Bixby, which was published in the report of the Chief of Engineers for 1893, commencing on page 864 for a description of the locality.

Tarpaulin Cove is now used as a harbor of refuge during northerly storms by vessels bound either way through Vineyard Sound. From its location and shape it is protected against northeast, north, northwest, west, and southwest winds, but is partially exposed to winds from the east-northeast to east, which have a full sweep from the Atlantic Ocean. The harbor is exposed directly to winds from the south around to east, but owing to the proximity of the island of Marthas Vineyard, the seas from that quarter are not very high, and except at slack water are deadened in a measure by the tidal currents that make through the sound. It is stated by Major Bixby, in his report on the preliminary examination, that from 1889 to 1892 the inspector of customs boarded about 1,000 vessels per year that had sought refuge in the cove, and that something like an average of 25 to 30 vessels anchor in the harbor nightly throughout the year.

In his report of the preliminary examination, Major Bixby recommends the construction of two short breakwaters, one on each side of the entrance, with a view to increasing the sheltered area in the cove. An examination of the contours shows that the water deepens very rapidly in front of the headlands at the entrance, so that these breakwaters must necessarily be short, otherwise their cost would be very great. Starting from high water and going out to 24 feet depth, the eastern breakwater would be 555 feet long and the western 710 feet. The estimate of cost of constructing them, the breakwaters being 7

feet high above mean low water, 10 feet wide on top with an inner slope of 1 on 1 and a seaward slope of 1 on 2, would be as follows:

	Length.	Stone.
	Feet.	*Tons.*
East breakwater	555	24,874
West breakwater	710	29,478
Total		54,352

At $2 per ton the cost of the east breakwater would be $49,748, and that of the west breakwater $58,956, a total of $108,704 for both, and the result would be a small increase in the sheltered area for anchorage.

As stated by Major Bixby, this locality has no commerce of its own, and is only used for refuge. It might also be stated that Vineyard Haven, about 20 miles east, furnishes an anchorage for refuge from storms to which Tarpaulin Cove is especially open.

Tarpaulin Cove is in the Edgartown collection district. New Bedford and Edgartown are the nearest ports of entry, Tarpaulin Cove being about midway between them. The revenue collected in the last calendar year was: New Bedford, $192,794.10; Edgartown, $365.57. The nearest light-houses are the Nobska Point, West Chop, and Gay Head lights. The nearest fortification is the fort at Clarks Point, Massachusetts.

Very respectfully, your obedient servant.

D. W. LOCKWOOD,
Major, Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.
(Through Col. John M. Wilson, Division Engineer, Northeast Division.)

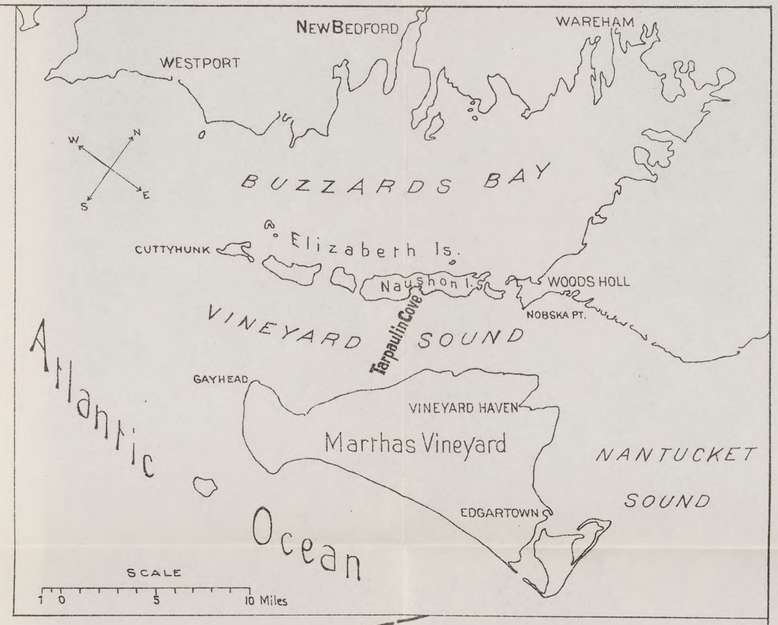
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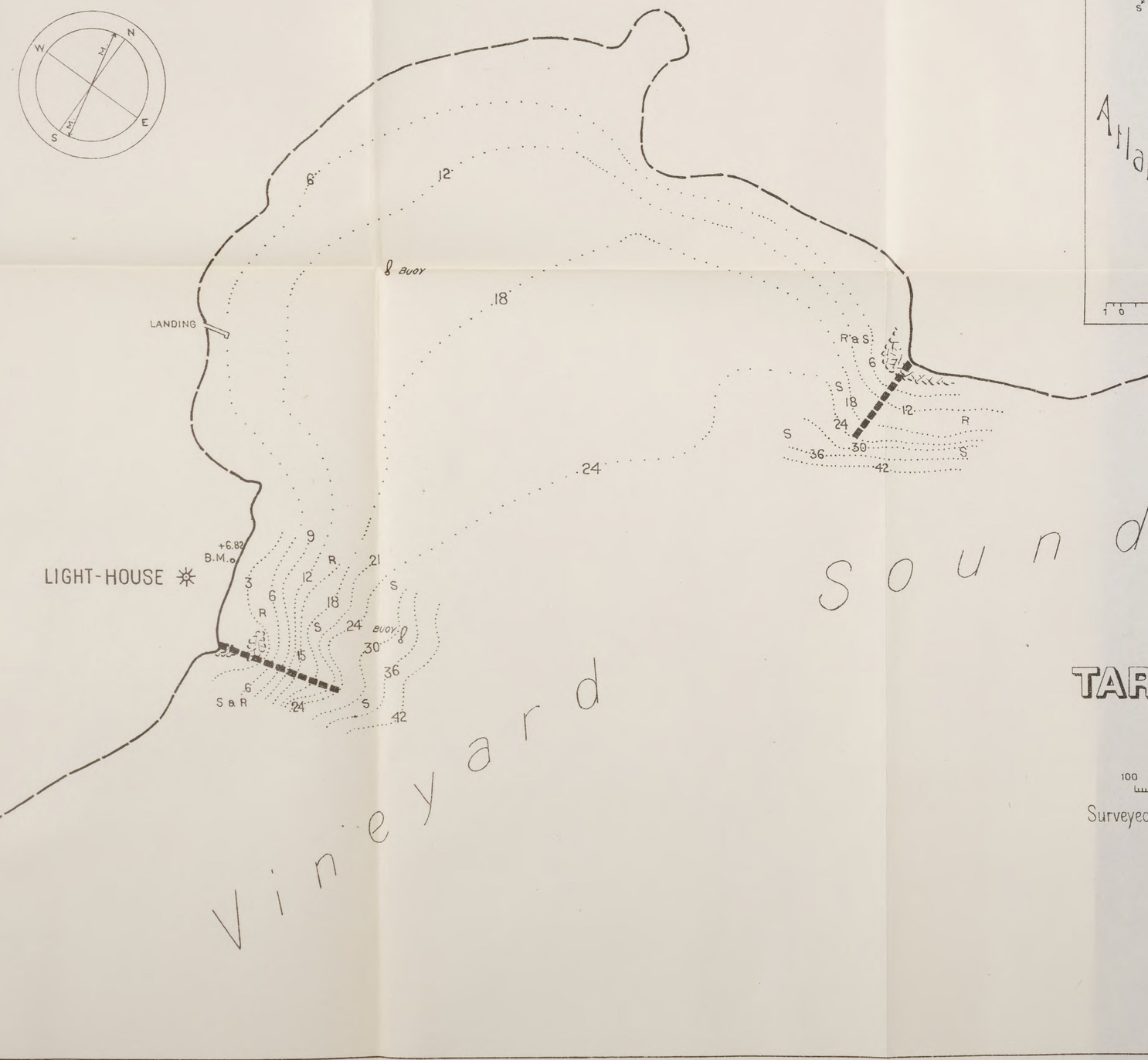
NORTHEAST DIVISION ENGINEER OFFICE,
Washington, D. C., December 2, 1895.

Respectfully forwarded to the Chief of Engineers, concurring in the views of the local engineer.

JOHN M. WILSON,
Colonel, Corps of Engineers,
Division Engineer, Northeast Division.

Naushon Island





Naushon Island

Vineyard Sound

SHORE LINE, SURVEYED 1895
SHORE LINE BASED ON U.S.C.S. CHART
CONTOURS, SURVEYED 1895
CONTOURS, ESTIMATED
6. 12. 18. DEPTHS (FT.) AT M.L.W.
B.M. BENCH MARK
ROCKS. R = ROCK, S = SAND
MEAN RISE AND FALL OF TIDE IS 2.3 FT.
PROPOSED BREAKWATER

TARPAULIN COVE, MASS.

Scale

100 0 500 1000 1500 2000 FT.

Surveyed June 1895 in compliance with River & Harbor Act of August 17, 1894.

To accompany report of November 30. 1895.

D. W. Lockwood
Major, Corps of Engineers, U.S. Army

-P.B-

H Doc 58 54 1

LIGHT-HOUSE

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 59.

SURVEY OF NEW BEDFORD HARBOR, MASSACHUSETTS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A letter of the Chief of Engineers, together with a report of the survey of New Bedford Harbor, Massachusetts.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 29, 1895, together with a copy of report from Maj. D. W. Lockwood, Corps of Engineers, dated November 23, 1895, of a survey made by him, in compliance with the provisions of the river and harbor act of August 17, 1894, of New Bedford Harbor, Massachusetts.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated November 23, 1895, with map, by Maj. D. W. Lockwood, Corps of Engineers, giving the results of a survey of the harbor at New Bedford, Mass., with a view to obtaining a larger area of anchorage, made to comply with the terms of the river and harbor act of August 17, 1894.

The project submitted is for an additional anchorage area in the upper harbor one-half mile long by 600 feet wide with a depth of 18 feet, which in the opinion of Major Lockwood, concurred in by the division engineer, Col. John M. Wilson, Corps of Engineers, will be sufficient for the present and prospective needs of the commerce of the locality. It is estimated that the required dredging will cost $57,689.33.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF NEW BEDFORD HARBOR, MASSACHUSETTS.

UNITED STATES ENGINEER OFFICE,
Newport, R. I., November 23, 1895.

GENERAL: In the river and harbor act of August 17, 1894, provision was made for a survey of New Bedford Harbor, Massachusetts, with a view to obtaining a larger area of anchorage, to wit:

Improving harbor at New Bedford, Massachusetts: Completing improvement, seven thousand five hundred dollars, including survey with a view to obtaining a larger area of anchorage.

By letter dated Office Chief of Engineers, United States Army, Washington, D. C., August 20, 1894, the above work was assigned to this office.

The field work of the survey having been completed, and map of same made, I have the honor to submit it, together with the following report and estimate of cost of obtaining an increased area of anchorage, deemed sufficient for the present and prospective needs of the commerce of the locality.

The natural depth of water up to and in New Bedford Harbor was originally but 12½ feet at mean low water. As early as 1839 some work in the way of obtaining increased depth was done, but the result was only a 2-foot increase for a narrow channel 30 feet wide. A survey was made in 1852, but no definite project was adopted for improvement until 1874, when it was proposed to make a channel 200 feet wide and 15 feet deep from just above Palmers Island to the wharves of the city of New Bedford. The increasing commerce of the locality and the demands for vessels of deeper draft led to the adoption in 1887 of a project for the deepening, widening, and straightening of the channel from Buzzards Bay to New Bedford, so as to obtain a depth of 18 feet at mean low water for a width of 200 feet.

The present survey has for its object to determine the cost of providing an increased area for anchorage in the upper harbor. To accommodate vessels of a draft that can enter the harbor, the depth should be 18 feet, and it is believed that an area one-half mile long by 600 feet wide will be sufficient for the present and prospective needs of commerce. This area has been located on the north side of the regular channel, as shown on map herewith, for the reason that less dredging will be required to obtain the requisite depth here than if located anywhere else, and also because its position with reference to the channel is deemed advantageous.

ESTIMATE OF COST.

Three hundred and thirty-nine thousand three hundred and forty-nine cubic yards of dredging, in scows, at 17 cents, $57,689.33.

The total value of exports and imports at this port for the calendar year ending December 31, 1894, was as follows:

	Value.	Tonnage.
Imports	$12,396,750	581,212
Exports	3,647,000	

The total gain over the preceding year was about $2,000,000. The number of crafts of all kinds entering and leaving the port during the year was 6,100.

New Bedford Harbor is in the New Bedford collection district, and is a port of entry. The amount of revenue collected in the last calendar year was $192,794.10. The nearest light-houses are Clark Point Light, and the lights in New Bedford Harbor. The nearest fortification is fort at Clarks Point, Massachusetts.

Respectfully submitted.

D. W. LOCKWOOD,
Major, Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

(Through Col. John M. Wilson, Division Engineer, Northeast Division.)

[First indorsement.]

NORTHEAST DIVISION ENGINEER OFFICE,
Washington, D. C., November 25, 1895.

Respectfully forwarded to the Chief of Engineers, concurring in the views expressed by the local engineer.

JOHN M. WILSON,
Colonel, Corps of Engineers,
Division Engineer Northeast Division.

NEW BEDFORD HARBOR, MASS.

Scale

100 0 500 1000 1500 2000 2500 3000 3500 4000 FEET

ABC surveyed 1887 & CD surveyed 1895 under direction of the U.S. Engineer Office, Newport, R.I.

To accompany report of NOV. 23, 1895.

D. W. Lockwood

Major, Corps of Engineers, U.S. Army.

SHORE LINE
CONTOURS
6 12 18 DEPTHS (FT.) AT M.L.W.
BENCHMARKS ON P. & R. C. & I. CO. WHARF ARE 11.141 & 9.806 FT. ABOVE M.L.W.
MEAN RISE AND FALL OF TIDE IS ABOUT 4.2 FT.
CHANNEL (PROPOSED) TO BE 200 FT. WIDE & 18 FT. DEEP.
ANCHORAGE BASIN (PROPOSED TO BE 18 FT. DEEP.)

Butlers Flat

A.

B.

C.

D.

Palmers Id.

Fort Pt.

New Bedford

Fairhaven

SAND & GRAVEL

MUD

SAND & GRAVEL

SAND & MUD

R. R.

Fish Id.

Crow Id.

Popes Id.

NEW BEDFORD HARBOR & VICINITY

SCALE

1000 0 5000 10000 FEET

BUZZARDS BAY

MOSHERS PT.

CLARKS PT.

CLARKS COVE

SCONTICUT NECK

BUTLERS FLAT

EGG ISLANDS

FORT PT.

DUMPING GROUND

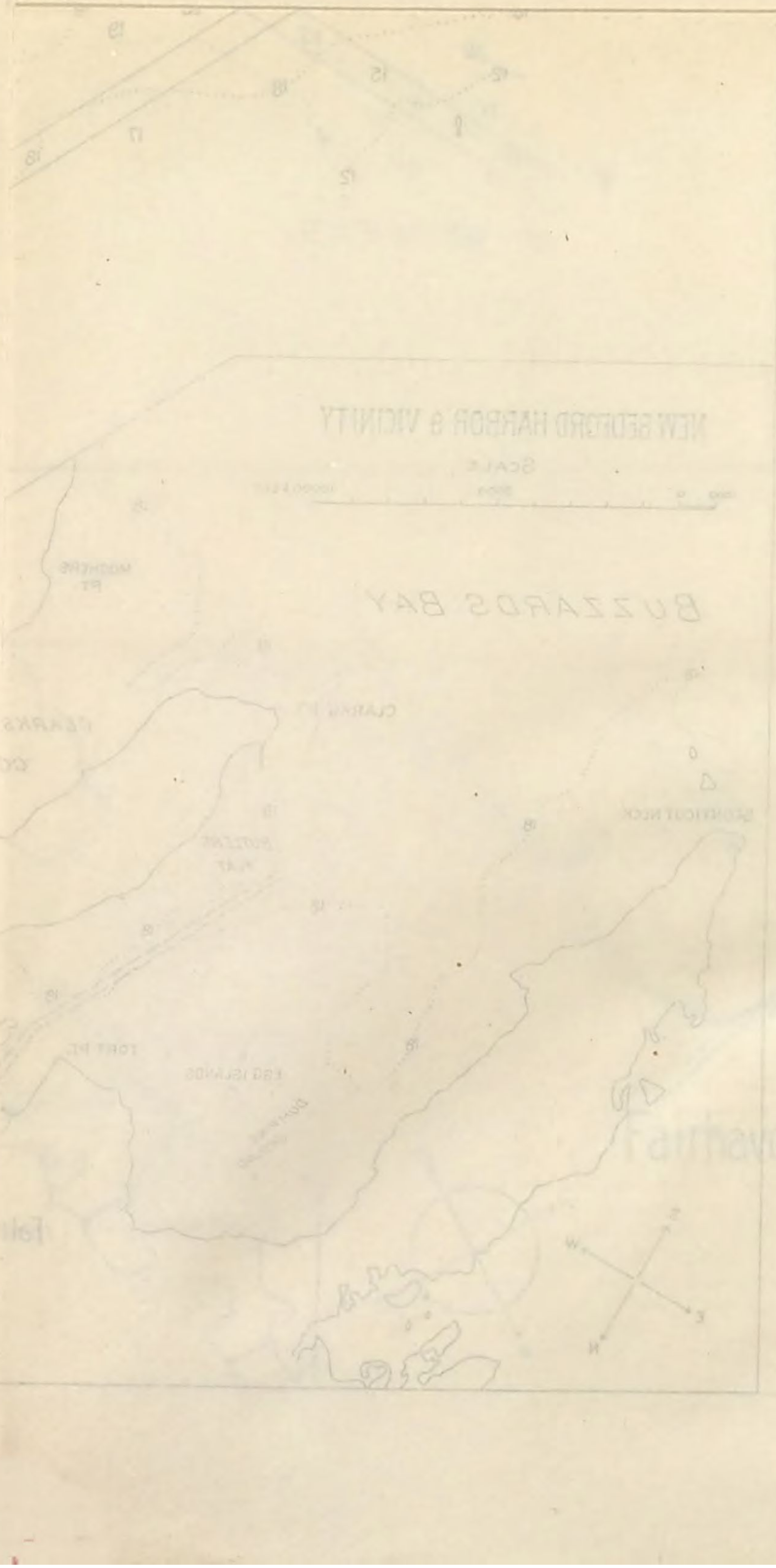
New Bedford

Fairhaven

ACUSHNET R.

S W E N

H Doc. 59 54 1



54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 60.

EXAMINATION OF SAN JOAQUIN RIVER, CALIFORNIA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of examination of San Joaquin River, California.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 29, 1895, together with a copy of a report from Maj. W. H. Heuer, Corps of Engineers, dated November 11, 1895, of a preliminary examination made by him, in compliance with the provisions of the river and harbor act of August 17, 1894, of San Joaquin River, California.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated November 11, 1895, by Maj. W. H. Heuer, Corps of Engineers, giving results of preliminary examination of San Joaquin River, California, above the mouth of Stanislaus River, with a view to improvement, including closure of sloughs to a height sufficient to maintain current in main channel during low-water period, provided for by the terms of the river and harbor act of August 17, 1894.

It is the opinion of Major Heuer that the upper San Joaquin River is not worthy of improvement by the United States, except in the removal of snags which occasionally interfere with navigation. I concur in the views expressed by the local engineer officer.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF SAN JOAQUIN RIVER, ABOVE THE MOUTH OF STANISLAUS RIVER, WITH A VIEW TO IMPROVEMENT, INCLUDING CLOSURE OF SLOUGHS TO A HEIGHT SUFFICIENT TO MAINTAIN CURRENT IN MAIN CHANNEL DURING LOW-WATER PERIOD.

UNITED STATES ENGINEER OFFICE,
San Francisco, Cal., November 11, 1895.

GENERAL: The river and harbor act of August 17, 1894, required an examination of the "San Joaquin River, above the mouth of Stanislaus River, with a view to improvement, including closure of sloughs to a height sufficient to maintain current in main channel during low-water period."

As I had made an examination and adverse report on the upper San Joaquin River, under date of September 3, 1892, printed as House Ex. Doc. No. 20, Fifty-second Congress, second session, and also in the Annual Report of the Chief of Engineers for 1893, page 3290, it was deemed judicious to direct my assistant, Lieut. Herbert Deakyne, Corps of Engineers, to make the examination required by the act of 1894. His report of that examination is herewith.

In my opinion, based on observation and examination of this stream, its low-water flow is too small to permit of any improvement for low-water navigation. During high stages of the river there is water enough to enable boats to get to Firebaugh, and carry whatever freight offers to and from that point, which is the practicable head of high-water navigation. During medium stages of the river boats can not reach Firebaugh, and there is not sufficient commerce on the river at present or in prospect to warrant the expenditure of money to make this river navigable at such stage, even if it were practicable to do so.

The complete closure of all sloughs coming into the river above the mouth of Stanislaus, would not, in my opinion, maintain a current in main channel of river above Hills Ferry during low-water period.

In many places this upper river runs on a slight ridge; in freshets the river bed has not capacity to carry the floods, the banks break, sloughs form and reenter the river at points below the original breaks. If these sloughs be closed it would simply compel the river to break its banks at other places.

I concur in the views of Lieutenant Deakyne, and for reasons stated deem the upper San Joaquin River (except in the removal of snags, which occasionally interfere with navigation) as being unworthy of improvement.

Respectfully submitted.

W. H. HEUER,
Major, Corps of Engineers.

Brig. Gen. W. P. CRAIGHILL,
Chief of Engineers, U. S. A.

REPORT OF FIRST LIEUT. HERBERT DEAKYNE, CORPS OF ENGINEERS.

UNITED STATES ENGINEER OFFICE,
San Francisco, Cal.

SIR: I have the honor to submit the following report of a preliminary examination of the "San Joaquin River above the mouth of Stanislaus, with a view to improvement, including closure of sloughs to a height sufficient to maintain current in main channel during low-water period."

I proceeded from San Francisco to Firebaugh October 29, arriving there at midnight. The next morning I procured two saddle horses and a guide and proceeded

down the left bank of the river; I crossed to the right bank at Turner's ranch, 25 miles below Firebaugh, and followed the right bank to Chester, 32 miles below Firebaugh.

The next day I proceeded from Chester up the left bank to the upper end of Salt Slough, 6 miles above Chester; then followed along the left bank of the river to a point 4 miles below Chester; then crossed to the Salt Slough warehouse. One-half mile below the warehouse I crossed to the left bank of Salt Slough and followed this bank to the reunion of Salt Slough with the river; then followed the left bank of the river to Hills Ferry, reaching that place at 5 p. m. October 31. I then proceeded to Newman for the night. The next morning, with two fresh horses and another guide, I proceeded from Newman to Hills Ferry; followed the left bank 2 miles to a ford; crossed to the right bank; followed it to Crows Landing, 6 miles below Hills Ferry; crossed by the county bridge to the left to Grayson, 20 miles below Hills Ferry, reaching that place at 5 p. m. November 1. The next day I crossed to the right bank and proceeded to Carpenter's ranch, 7 miles above Grayson; then followed the right bank to the Tuolumne River; crossed the Tuolumne River at Tuolumne City, 2 miles above the junction of the Tuolumne and San Joaquin; continued along the right bank to the Stanislaus River; crossed the Stanislaus by the county bridge, 9 miles above the junction of the Stanislaus and San Joaquin, and arrived at Ripon, 1 mile north of the Stanislaus River, at 6.35 p. m. November 2, having traveled in the four days 150 miles on horseback. It was not practicable to keep close to the river bank all the time, as the country is cut up by barbed-wire fences, rendering long detours frequently necessary to find gates. Sometimes I followed the river bank for miles, and at other times I followed the roads for miles without seeing the river.

The San Joaquin River is a tortuous stream, flowing through an almost level country. The width observed varied from 60 to 600 feet and is as much as 1,000 feet in places during high stages. The bed of the river is of sand; the banks are 6 to 12 feet high above the low-water level. Between Firebaugh and Hills Ferry the banks are covered with a scattered growth of willow, which becomes thicker as the river is descended. Below Hills Ferry there is a heavy growth of willow along the banks, and a short distance from the banks there are numerous groves of oak.

The depth of the river varies greatly; at the fords where I crossed the depths varied from 2 to 3 feet, while at one place the depth looked to be about 1 foot. Three days previous to my arrival at Firebaugh the water of the San Joaquin and Kings River Canal had been turned into the river to enable some repair work to be done on the canal. This circumstance prevented my seeing the river in its usual low condition at this time of the year, as the canal water made a great increase in the amount of water flowing in the river. My guide informed me that in several places between Firebaugh and Hills Ferry the bed of the river had been perfectly dry before the canal water was turned in. It seems to be an established fact that during the low-water period the river in its upper part consists merely of a succession of pools separated by dry sand bars. At Chester it was said that the canal water had made the depth on the bars about 15 inches where it had been 6 inches before.

Owing to the crookedness of the river it is difficult to estimate the length of the portion examined. The following are the approximate distances in straight lines between the most important points on the river:

	Miles.
Firebaugh to Chester	32
Chester to Hills Ferry	14
Hills Ferry to Crows Landing	6
Crows Landing to Grayson	14
Grayson to mouth of Tuolumne	3
Mouth of Tuolumne to mouth of Stanislaus	6

It is believed that the length of the river between these points is at least twice the distances given above.

The fall of the low-water surface from Firebaugh to the Stanislaus is 124 feet in a distance of about 150 miles. In some places the fall is as low as 0.15 foot per mile, while in other places it is over 2 feet per mile.

The river is subject to an annual rise during the spring, and as the banks are low and the country very flat the water overtops the banks and escapes into the adjacent land, much of which along the upper part of the river is lower than the banks. The effect is that numerous channels, known as sloughs, are cut for miles through the bottom land.

The most important slough is known as Salt Slough. It leaves the left bank of the river 26 miles below Firebaugh, and reenters 6 miles above Hills Ferry. Where it leaves the river it is 40 feet wide; the water was 3 feet deep, and the banks were 6 feet above the water surface. A noticeable current was flowing in this slough, the amount of water deviating through it being about equal to the amount remaining in the river. This slough is joined by several other smaller sloughs which

leave the river above and below it, so that at its lower end it is 200 feet wide; here the banks are 15 feet above the water surface. On the left bank of Salt Slough, 3 miles above its lower end, is the Salt Slough warehouse, at which steamboats sometimes land. The chief sloughs connecting with Salt Slough are Posey, Temple, and Middle sloughs, which leave the river 6, 9, and 30 miles, respectively, below Firebaugh. Thirteen miles below Firebaugh is Santa Rita Slough, on the left bank; it reenters the river 12 miles farther down. None of these sloughs, except Salt Slough, contained any running water.

On the right bank between Firebaugh and Hills Ferry the principal sloughs are the Lone Willow and the Chowchilla. The former leaves the river above Firebaugh and reenters it below. There are a few small sloughs here, but neither they nor the large ones contained any running water.

Below Hills Ferry the largest sloughs are on the right bank. Temple Slough, on the Woodbridge ranch, 10 miles below Hills Ferry, is a large slough; also Walden Slough, 4 miles below Grayson, and Laird Slough, at Grayson. This latter slough is closed by a dam of brush and stone, erected by the United States.

Near the Walden ranch, 4 miles below Grayson, there are three sloughs, Finnegan Slough, Walden Slough, and the Amphlet Cut. The water which escapes from the river into them flows into Big Bottom, thence into Miller Bottom, and thence into the Stanislaus River. These sloughs were all dry except Finnegan Slough, which is said to have contained a running stream all this year.

On the left bank at Grayson is Grayson Slough, one-half mile in length and 50 feet in width. It was not carrying any water, except a small stream 1 foot wide and 2 or 3 inches deep trickling through the sand bar at its lower end. A short distance below Grayson there are two small sloughs on the Richards ranch, both dry.

The chief tributaries of the upper San Joaquin are Fresno Creek, Mariposa Creek, and Bear Creek, entering, respectively, 12, 30, and 37 miles below Firebaugh; the Merced River, entering at Hills Ferry, and the Tuolumne and Stanislaus rivers, entering, respectively, 3 and 9 miles below Grayson. These tributaries all come in on the right bank of the river. The three creeks were all dry; the rivers all contained flowing water, but their discharge is small at this time of the year. The largest tributary is the Tuolumne.

A few miles above Firebaugh the canal of the San Joaquin and Kings River Company derives its water from the river; another irrigating canal branches off from Santa Rita Slough; a canal is also being constructed on the right bank 10 miles below Firebaugh for the irrigation of the Nevada Bank ranch.

Firebaugh is a small village containing a store and post-office, a hotel, and a few dwellings. The chief industry is sheep shearing; about 100,000 sheep are said to have been sheared there this year. Chester consists of nothing but a little hotel. There is no business in the vicinity except grazing. Hills Ferry was formerly a fair-sized village, but it is now nearly deserted. Since the construction of the railroad west of the river all the business of the locality has been concentrated at Newman, which contains a railroad station, a good hotel, several stores, livery stables, and is the best town that I saw on the trip. Grayson is on the left bank of the river; it contains a hotel, a few stores, and a score or more dwellings. Tuolumne City is practically abandoned, and apparently never did amount to much. Ripon is a small railroad station, with the ordinary hotel, store, post-office, and a few dwellings.

Between Firebaugh and Hills Ferry the greater part of the land along the river belongs to the Miller and Lux estate, and is used almost exclusively for grazing purposes. Below Hills Ferry the land is almost all cultivated, the products being wheat and barley.

Firebaugh is the head of high-water navigation; there has been no steamboat above that place for several years. During the high-water period of the present year, from April to August, steamboats ascended the river four times to Firebaugh, and oftener to points lower down. The freight taken up consisted of lumber, machinery, grain sacks, and general merchandise. On the down trips nothing was taken from Firebaugh; lower down cargoes of grain were taken. The freights by water are considerably cheaper than by rail, except on grain. I was told that grain sacks were taken to Firebaugh for $4.20 per ton by water, whereas the freight by rail to Collis, near by, was $10.20 per ton.

Along each bank of the river is a railroad upon which the inhabitants are able to ship their produce and receive their provisions without the aid of the river. The question is whether river navigation would cause such a reduction in freights as to compensate for the expenditure necessary to improve the channel. The chief export is grain. The railroad rates on grain are so low that the steamboat men can hardly compete. The chief gain to commerce would be the reduced freight on the imports, such as provisions, clothing, farming implements, and lumber. The effect of river improvement would be to allow the navigation to begin earlier when the river rose and to continue later when the river fell, probably prolonging the navigation two months in the year. In my estimation the place that would derive most benefit

from the improvement of the San Joaquin is Grayson. It lies right on the bank of the river in the midst of a grain-producing country. Firebaugh has nothing to ship but wool, and this year that was not shipped when the steamboat came, but was held for a later market. In the neighborhood of Chester there is nothing to ship except live stock. At Newman the river is 3½ miles away. There is no warehouse at the landing. Provisions brought up are landed on the bank and must be watched if they are not immediately hauled away. There is an abundance of grain, but the railroad carries it at low rates. One great advantage of the railroad train is that it is regular and expeditious. The boats depend on the stage of the river and are liable to detentions from running aground.

The great obstacle to the improvement of the San Joaquin is the lack of water. During low stages there is no current. The river is merely a succession of pools separated by dry sand bars. Improvement is out of the question, for there is nothing to work on. This idea was well expressed to me by a merchant of Grayson, who, while fully aware of the advantage it would be to him to have river navigation all the year round, said that there was no way of securing it except by pumping water into the river. To turn the irrigation water into the river for the purpose of aiding navigation would be unwise, as the products made possible by irrigation are of more importance than the benefit to commerce that would result from throwing all the water into the river.

Navigation as far as Grayson now lasts four or five months in the year, during which time the steamboats make some ten or twelve trips. It is believed that 100 tons per trip is a liberal allowance for the amount of freight carried up per trip. A prolongation of the season for two months would allow the steamers to make four or five more trips carrying, say, 500 tons, of freight. Allowing the same difference between railroad and steamboat freights at Grayson as is said to exist at Firebaugh, the saving in freight would be $3,100 per year. This is entirely incommensurate with the cost of building dams and training-walls to concentrate current and scour out shoals.

Concerning the closure of sloughs, it should be noticed that the only sloughs carrying water during the low-water period are Salt Slough and Finnegan Slough. If the sloughs are to be closed they should be closed up to about the level of the banks of the river, so that while there is plenty of water in the river, it may be retained and forced to scour out the shoal places. Then when the river fell the shoals now existing might be scoured away to some extent. It is not thought that they will scour away so as to leave a good channel everywhere; contraction works would be necessary to confine the low-water flow.

The experience gained in the closure of Laird Slough is of value in the consideration of dam construction. It was found that a dam of brush and earth was not sufficiently strong to close the slough and that stone had to be used with the brush. The total expenditure on this dam is $17,000, and it is not yet regarded as certain to stand.

Slack-water navigation by canalization would be so expensive as to be out of the question.

I do not consider the San Joaquin River, above the mouth of the Stanislaus River, worthy of improvement by the United States.

Respectfully submitted.

HERBERT DEAKYNE,
First Lieutenant, Corps of Engineers.

Maj. W. H. HEUER,
Corps of Engineers.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 61.

SURVEY OF HARBOR OF BRIDGEPORT, CONN.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A letter of the Chief of Engineers, with a report of a survey of the harbor of Bridgeport, Conn.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 29, 1895, together with a copy of report, with two maps, from Maj. H. M. Adams, Corps of Engineers, dated October 28, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Bridgeport Harbor, Connecticut.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: The river and harbor act of August 17, 1894, contains an appropriation for improving harbor at Bridgeport, Conn., and provides that so much thereof as may be necessary may be used in making a new survey of the harbor.

I have now the honor to submit the accompanying copy of report of October 28, 1895, with two maps, by Maj. H. M. Adams, Corps of Engineers, of the results of the survey thus provided for. Major Adams mentions the work done at this locality under previous appropriations made by Congress, and states that the harbor may be improved by completing the channel above the lower bridge 9 feet deep at mean low water and 100 feet wide; completing the channel from Long Island

Sound to the lower bridge 12 feet at mean low water and 300 feet wide, and widening it eastward to the harbor lines above the steel works wharf; and widening and extending the channel of 15 feet depth at mean low water to make it 300 feet wide over the outer bar and up to the Inner Beacon, and thence to the lower bridge 200 feet wide.

The total estimated cost of the above is $90,000.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF BRIDGEPORT HARBOR, CONNECTICUT.

ENGINEER OFFICE, UNITED STATES ARMY,
New York City, October 28, 1895.

GENERAL: I have the honor to submit the following report upon a survey of Bridgeport Harbor, Connecticut, made in pursuance of that part of the river and harbor act of August 17, 1894, which provides that so much as may be necessary of the appropriation for continuing improvement may, in the discretion of the Secretary of War, "be used in * * * and in making a new survey of the harbor."

The work remaining to be done under the existing project consists of small unfinished detatched pieces of work, authorized for the most part by different appropriation acts. In 1870, a survey of the harbor was ordered by Congress, and subsequently a project was adopted which, after modification, contemplated building a breakwater from Long Beach, at the east side of the harbor entrance, and dredging to make a channel 300 feet wide and 12 feet deep at mean low water up to the lower bridge at Stratford avenue. This project was completed in 1882. In the meantime, under special provision of the river and harbor act of 1878, a channel had also been dredged from the lower bridge to the Washington Avenue Bridge (then called the horse railroad bridge), making a depth of 9 feet at mean low water, with 100 feet width.

In 1882 the projected work had been practically completed, therefore when Congress made an appropriation for further improvement in that year a plan was adopted for widening the channel between the Inner Beacon and the Naugatuck Railroad Wharf. The desirability of this work had been referred to in previous annual reports, and the appropriations made in 1882, 1884, and 1886 were applied to widening the channel at this point to make a harbor for vessels entering for refuge. Since 1886 the several appropriation acts have authorized certain work to be done, it being understood that there was no adopted project.

The works authorized by these appropriation acts are as follows:

1888: Dredging above the bridges.
1890: Constructing breakwater between Tongue and Inner Beacon and completing the improvement above the bridges.
1892: Dredging between Inner Beacon and Naugatuck Wharf.
1894: Deepening channel on outer bar and making a new survey of the harbor.

The appropriations have been applied as designated, and the authorized work has been nearly completed. There yet remains the removal of shoals from the 12-foot channel and widening the channel between the steel works wharf and the lower bridge; the completion of the 9-foot

channel 100 feet wide above the bridge, and the completion of the breakwater from the Tongue to the Inner Beacon, all of which is estimated to cost, as stated in the Annual Report for 1895, $25,000.

Under authority of the river and harbor act of 1894, the channel over the outer bar will be deepened to 15 feet at mean low water with 100 feet width, under a contract for work now nearly completed.

To make this 15-foot channel useful, it ought to be widened and extended to the lower bridge. On the outer bar, where sailing ranges are distant and where vessels are exposed to heavy seas, it should be 300 feet wide; above the Inner Beacon, where close shore ranges can be found and where the water is comparatively still, a width of 200 feet ought to be sufficient. The estimated cost of this widening and extending of the 15-foot channel is $65,000. This, with the estimated cost of completing the improvements already authorized, $25,000, would make the total estimate for completion, $90,000.

It appears, therefore, that Bridgeport Harbor, Connecticut, may be improved by—

Completing the channel above the lower bridge, 9 feet deep at mean low water and 100 feet wide;

Completing the channel from Long Island Sound to the lower bridge, 12 feet deep at mean low water and 300 feet wide, and widening it eastward to the harbor lines above the steel works wharf;

Widening and extending the channel of 15 feet depth at mean low water to make it 300 feet wide over the outer bar and up to the Inner Beacon, and thence to the lower bridge 200 feet wide.

The total estimated cost of the above work is $90,000.

The map of the survey of Bridgeport Harbor, Connecticut, in two sheets, is transmitted herewith.

Very respectfully, your obedient servant,

H. M. ADAMS,
Major, Corps of Engineers.

Brig. Gen. W. P. CRAIGHILL,
Chief of Engineers, U. S. A.

(Through Col. John M. Wilson, Corps of Engineers, Division Engineer, Northeast Division.)

[First indorsement.]

NORTHEAST DIVISION ENGINEER OFFICE,
Washington, D. C., October 30, 1895.

Respectfully submitted to the Chief of Engineers, concurring in the views of the local engineer.

JOHN M. WILSON,
Colonel, Corps of Engineers,
Division Engineer, Northeast Division.

BRIDGEPORT HARBOR, CONNECTICUT.

Commercial statistics for calendar year 1894.

ARRIVALS AND DEPARTURES OF VESSELS.

[Draft, 6 to 18 feet; tonnage, 50 to 1,250 tons.]

Kind of vessel.	Number of round trips.	Aggregate tonnage of all trips.
Steamers	7,941	1,329,749
Sailing vessels	4,727	
Barges	5,904	
Total	18,572	1,329,749

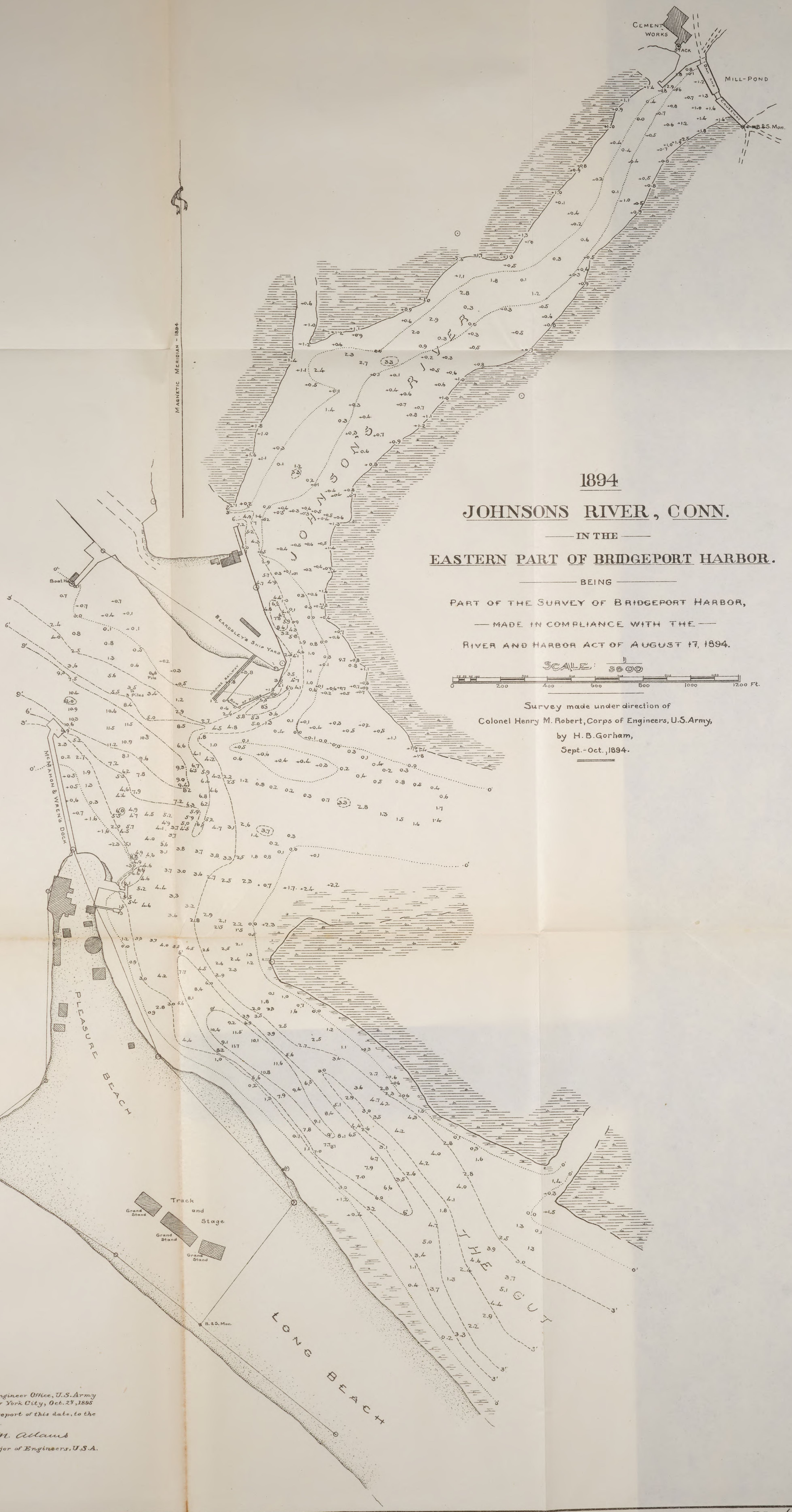
FREIGHT RECEIVED AND SHIPPED BY WATER.

	Tons.	Estimated value.
Receipts	700,239	$28,731,627
Shipments	266,420	27,552,667
Total	968,659	56,284,294

Number of vessels repaired during 1894, 79.

The above figures show a total tonnage of freight of 968,659 tons, being an increase of 85,866 tons since 1893, when 882,793 tons were reported.

No new line of transportation has been established since July 1, 1894.



1894

JOHNSONS RIVER, CONN.

IN THE

EASTERN PART OF BRIDGEPORT HARBOR.

BEING

PART OF THE SURVEY OF BRIDGEPORT HARBOR,

MADE IN COMPLIANCE WITH THE

RIVER AND HARBOR ACT OF AUGUST 17, 1894.

SCALE: 1/3600

0 200 400 600 800 1000 1200 Ft.

Survey made under direction of
Colonel Henry M. Robert, Corps of Engineers, U.S. Army,
by H.B. Gorham,
Sept.-Oct., 1894.

Engineer Office, U.S. Army
New York City, Oct. 28, 1895

To accompany report of this date, to the Chief of Engineers.

H. M. Adams
Major of Engineers, U.S.A.

DIRECTORATE
DIRECTORATE

BUCKNELL

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 62.

SURVEY OF PAWCATUCK RIVER, RHODE ISLAND.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of survey of Pawcatuck River, Rhode Island.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 29, 1895, together with a copy of report, with map, from Maj. D. W. Lockwood, Corps of Engineers, dated November 16, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Pawcatuck River, with reference to its further improvement from Westerly, R. I., to Stonington, Conn.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated November 16, 1895, with map, by Maj. D. W. Lockwood, Corps of Engineers, giving the results of a survey of "Pawcatuck River, with reference to its further improvement from Westerly, R. I., to Stonington, Conn.," provided for by the terms of the river and harbor act of August 17, 1894.

The plan of improvement submitted by Major Lockwood is for a 10-foot channel from Stonington Harbor to Westerly, a distance of 8.5 miles.

The estimated cost of the work is $200,361.60.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF PAWCATUCK RIVER, WITH REFERENCE TO ITS FURTHER IMPROVEMENT FROM WESTERLY, RHODE ISLAND, TO STONINGTON, CONNECTICUT.

UNITED STATES ENGINEER OFFICE,
Newport, R. I., November 16, 1895.

GENERAL: The river and harbor act of August 17, 1894, provided for the survey and preparation of estimate of cost of improvement of "Pawcatuck River, with reference to its further improvement from Westerly, R. I., to Stonington, Conn."

By Department letter of August 30, 1894, the making of this survey, with preparation of estimate, was assigned to Capt. W. H. Bixby, Corps of Engineers, at that date in charge of this district, and the sum of $533 was subsequently allotted to pay the expenses incurred.

The survey having been completed and map of same made, I have the honor to submit the following report, with estimate of cost of providing a 10-foot channel from Stonington Harbor to Westerly, a distance of 8.5 miles.

The approved project of 1885 for the improvement of this river provided for a channel of 8 feet depth and 100 feet width from its mouth up to the lower wharves of the city of Westerly, and from this point to the upper wharves a channel of same depth and 40 feet width. On June 30, 1895, this project had been completed.

Previous to the act of August 17, 1894, a survey of a portion of the river had been made to determine the condition of the improved channel, and the allotment of $533 was therefore applied to the survey of the remaining portions to include the stretch from Avondale to Stonington Harbor.

The growing importance of Westerly as a manufacturing point, and the increasing commerce of this river justly warrants an increase in navigation facilities, and this can be accomplished by giving a greater depth to the channel now existing. Previous to 1871 there was no well-defined channel to Westerly and shoals at various points reduced the available depth to 1.5 feet at mean low water.

Up to 1876 $50,000 had been appropriated for improvement, and as a result a narrow channel carrying about 5.5 feet at mean low water had been obtained. As the manufacturing interests of the city of Westerly increased the needs of commerce required a corresponding increase in facilities for navigation, until in 1885 the present project, modified in 1892, was adopted, which, as already stated, provided for a channel of 8 feet depth, and varying width from Stonington to Westerly. The boats going upstream are loaded with coal and lumber as a general thing, and 8 feet depth is insufficient for the ordinary lumber vessels coming to this locality; as a consequence many of these have to lighter a part of their cargoes, at least from Stonington to Westerly. Two feet additional depth will, in my opinion, be sufficient for the present and prospective requirements of commerce.

The estimate herewith is based upon 10 feet depth at mean low water throughout, the width of channel being 200 feet from Stonington to Avondale, a distance of 4 miles. This part of the channel is given a width of 200 feet on account of the fact that during the summer season the boats plying between Stonington and Watch Hill will use it, or at least most of it, while above Avondale the channel will be principally used by loaded boats in tows. Above Avondale the channel will be 100 feet wide to the lower wharves at Westerly, a distance of 2.75 miles, and above that point 40 feet wide to the upper wharves, a distance of one-half mile.

The amount of excavation measured in place is 296,016 cubic yards, or, measured in scows, 414,426 cubic yards. To insure 10 feet navigable depth at mean low water, in case the work is not continuous, the estimate for final cost should include 1 foot additional depth, making the total amount of excavation, measured in scows, 642,872. To the above should be added 500 cubic yards of bowlders, and 500 cubic yards of ledge rock. The prices per cubic yard are based upon those formerly paid in this locality, and those for like work at other places.

Estimate of cost.

642,872 cubic yards excavation mud and sand, at 30 cents per cubic yard	$192,861.60
500 cubic yards bowlders, at $5 per cubic yard	2,500.00
500 cubic yards ledge rock in place, at $10 per cubic yard	5,000.00
Total	200,361.60

The commercial statistics of this river for the fiscal year ending June 30, 1895, give the export and import tonnage as 52,805 tons, valued at $382,213, a gain of 17,000 tons over the preceding year. The lumber interests were represented by a tonnage of 7,000, and the coal interests by a tonnage of 32,900. One hundred and eighty-two loaded vessels entered and left the river during the year, and twenty vessels bound for Westerly were compelled to discharge their cargoes at Stonington on account of insufficient depth of water in the river.

Pawcatuck River is in the collection districts of Providence and Stonington, the dividing line passing through the river. Providence and Stonington are the nearest ports of entry. The revenue collected in the last calendar year was: Providence, $203,987.13; Stonington, $46,303. The nearest light-houses are the Stonington and Watch Hill lights. The nearest fortification is Fort Trumbull, New London, Conn.

Very respectfully, your obedient servant,

D. W. LOCKWOOD,
Major, Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

(Through Col. John M. Wilson, Division Engineer, Northeast Division.)

[First indorsement.]

NORTHEAST DIVISION ENGINEER OFFICE,
Washington, D. C., November 18, 1895.

Respectfully forwarded to the Chief of Engineers, concurring in the project and estimate submitted by the local engineer.

JOHN M. WILSON,
Colonel, Corps of Engineers,
Division Engineer, Northeast Division.

PAWCATUCK RIVER, R.I. & CONN.

Scale

1000 0 1000 2000 3000 4000 5000 FEET.

Surveyed May, 1895, in compliance with River & Harbor Act of August 17, 1894.

To accompany report of November 16. 1895

W. W. Wotherspoon
Major, Corps of Engineers, U.S. Army.

W N E S

Wamphassuck Pt.
Stonington Harbor
STONINGTON
W. BREAKWATER
Stonington Pt.
OLD TOWER
Wequetequock River
Elihus I.
Rhodes Folly
7½ ROCK
E. BREAKWATER
Bartletts Reef
Middle Ground
Sandy Pt.
LITTLE
NARRAGANSETT
BAY
Barn I.
Perch I.
Napatree Pt.
NAPATREE BEACH
WATCH HILL
Seal Rock
Osbrook or Pawcatuck Pt.
Hails I.
Graves Neck
Horace I.
Rhodes Pt.
Potters Cove
Fosters Cove
Colonel Willies Cove
AVONDALE FORMERLY LOTTERY
Rams Pt.
Pawcatuck Rock
Certain Draw Pt.
Thompsons Cove
Babcock Cove
Stantons Weir Pt.
Gavitts Pt.
Halls Cove
PAWCATUCK
BROWNS COAL YARD
DAM
OLD MILL
MOSS COTTON MILL
COTTRELLS WHF.
JACKS COVE
CROSS WHF.
SEGARS WHF.
OLD SHIP YARD
WESTERLY
Majors
CEMETERY WHARF

CONNECTICUT
PAWCATUCK RIVER & VICINITY
SCALE 1 ½ 0 1 2 MILES
FISHERS I. SOUND
Wamphassuck Pt.
STONINGTON
Stonington Pt.
Sandy Pt.
Fishers I.
East Pt.
Napatree Pt.
LITTLE NARRAGANSETT BAY
PAWCATUCK RIVER
PAWCATUCK
WESTERLY
AVONDALE
Watch Hill Pr.
RHODE ISLAND
BLOCK ISLAND SOUND

PROFILE
LENGTHS
0 ¼ ½ ¾ 1 Mile
HEIGHTS & DEPTHS
10 5 0 10 FEET

1 — 10 AT M.L.W. — SAND, GRAVEL & BOWLDERS — 0 — Limit of Borings (1885)
2 — SAND, GRAVEL & BOWLDERS — 10 AT M.L.W. — 1 — Limit of Borings (1885)
3 — MUD & GRAVEL — SAND, MUD & GRAVEL — 10 AT M.L.W. — SAND — 2 — Limit of Borings (1885)
4 — 10 AT M.L.W. — SAND & MUD — MUD & GRAVEL — 3 — Limit of Borings (1885)
5 — SAND & GRAVEL — 10 AT M.L.W. — SAND & MUD — 4 — Limit of Borings (1895) — BOWLDERS

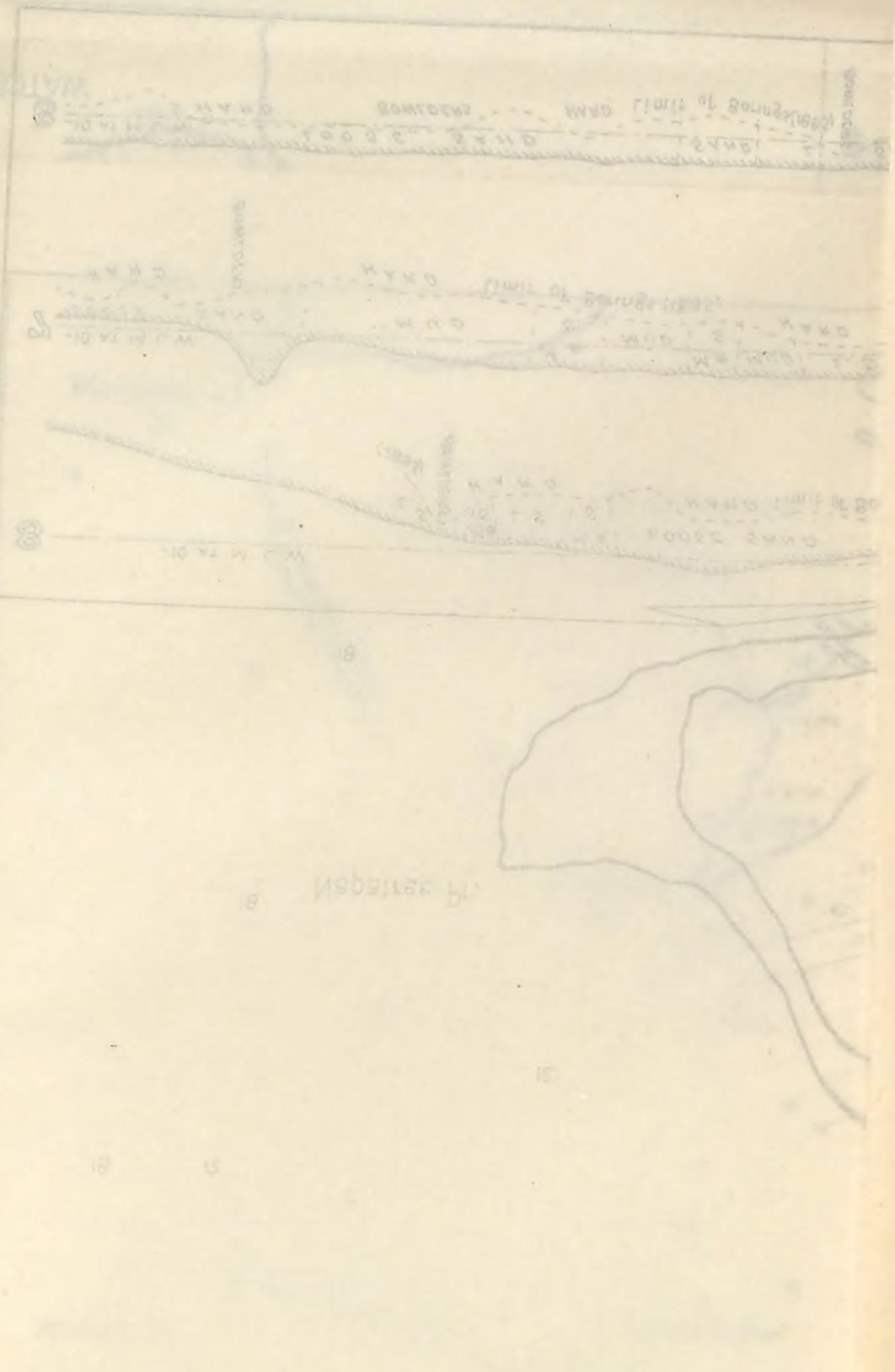
6 12 18 DEPTHS AT MEAN LOW WATER
+ + BENCH MARKS
MEAN RISE & FALL OF TIDE IS AT STONINGTON 2.7 FT., AT PAWCATUCK FT. 2.6 FT., AT WESTERLY 2.3 FT.
1.8 MILES BELOW WESTERLY.

SHORE LINE
CONTOURS BASED ON SURVEYS OF 1894 & 1895
CONTOURS BASED ON PREVIOUS SURVEYS OR ESTIMATED

PROPOSED CHANNEL 200 FT. WIDE & 10 FT. DEEP.
PROPOSED CHANNEL 100 FT. WIDE & 10 FT. DEEP.
PROPOSED CHANNEL 60 FT. WIDE & 10 FT. DEEP.

8 — 10 AT M.L.W. — LOOSE SAND — HARD — Limit of Borings (1895) — BOWLDERS — 7
7 — 10 AT M.L.W. — LOOSE SAND — MUD — HARD — Limit of Borings (1895) — BOWLDERS — 6
6 — 10 AT M.L.W. — HARD — BOWLDERS — SAND — HARD — Limit of Borings (1895) — BOWLDERS — 5

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54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 63.

SURVEY OF DUNKIRK HARBOR, NEW YORK.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, a report of survey of Dunkirk Harbor, New York.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 29, 1895, together with a copy of a report from Maj. E. H. Ruffner, Corps of Engineers, dated October 10, 1895, of a survey made by him, in compliance with the provisions of the sundry civil act approved March 2, 1895, of Dunkirk Harbor, New York.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: The sundry civil act approved March 2, 1895, contains the following item:

That the Secretary of War, in his discretion, be, and he hereby is, authorized to use a sum not exceeding eight hundred dollars of the appropriations for the improvement of the harbor at Dunkirk, New York, carried in the last river and harbor act, for a survey of said harbor, in accordance with the recommendations of the Secretary of War.

The survey thus provided for was assigned to the charge of Maj. E. H. Ruffner, Corps of Engineers, and a copy of his report, dated October 10, 1895, of the results is submitted herewith, accompanied by one map.

In the plan submitted by Major Ruffner two harbors are provided for, the smaller calculated for a limited business, and a larger one that could be added to the lesser. An entrance channel is also provided for, coinciding with the present one, and a basin embracing a large portion of the inclosed harbor lying behind the breakwater and around the heads of the present piers.

The estimated cost of the work is as follows:

Dredging for channel and basin to a depth of 17 feet to secure depth of 16 feet, mean lake level	$158.125
For additional basin to north and east of small basin	78,125
For additional basin to west of small basin	70,400
	306,650
Add estimated cost of completing existing project for Dunkirk Harbor, exclusive of dredging	74,900
Total	381,550

No office or engineering expenses are included in the above estimates.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

HON. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF DUNKIRK HARBOR, NEW YORK.

UNITED STATES ENGINEER OFFICE,
Buffalo, N. Y., October 10, 1895.

SIR: The following report is submitted of a survey of Dunkirk Harbor, made in accordance with your instructions of March 14, 1895, assigning me the duty.

The sundry civil expense bill of March 2, 1895, contains this clause:

> That the Secretary of War, in his discretion, be, and he is hereby, authorized to use a sum not exceeding eight hundred dollars of the appropriations for the improvement of the harbor at Dunkirk, New York, carried in the last river and harbor act, for a survey of said harbor, in accordance with the recommendations of the Secretary of War.

Preliminary examinations of this harbor were ordered in both of the last two river and harbor bills, the effort in both cases being to get some idea of the probable cost of a suitable harbor for boats drawing 16 feet of water. The difficulty of giving a proper answer to the question arose in the fact that no authority for a survey existed, and as former reports affirmed the necessity of removing large amounts of rock, should dredging be required, no reliable estimate could be made until the exact depth to rock throughout the proposed harbor could be ascertained.

Before the survey was ordered by Congress the citizens of Dunkirk had caused a very careful and accurate survey of their harbor to be made, and borings to rock were taken through the ice as well as soundings made to natural bottom, and the whole had been platted in a very satisfactory manner and blue prints were sent to this office. To carry out the wish of Congress there remained little additional to do. Assistant Engineer J. C. Quintus, Inspector C. M. Emmons, and Draftsman E. Mueller made a resurvey of the whole harbor, including a careful triangulation and enough borings to verify those of the city, and then

such additional borings were made as seemed necessary to determine the approaches possible and to cover all probable harbor areas.

Inspector Emmons has drawn the map and tracings submitted, and Assistant Engineer Quintus made the estimates incorporated on the blue prints and in the report.

The idea has been to present a map showing necessary rock dredging separately from the mud or clay dredging lying over the rock. Two harbors are planned, the smaller calculated for a limited business, and a larger that could be added to the lesser. An entering channel is provided coinciding with the present one, and a basin embracing a large portion of the inclosed harbor lying behind the breakwater and around the heads of the present piers. It is found that the rock excavation is very much less than formerly estimated for, and that the dredging in general is similar in character and position to the present plan, save that, of course, the additional depth called for increases the amounts materially. The present project for breakwater need not be changed, but the extension from the west end of the breakwater to a point opposite the light-house on the pier is required, and as soon as funds can be had. It will be seen from the map that all of the existing works are best located for the suggested harbor save that the west end of the breakwater must be removed to get the full width possible for the entrance, with a minimum of rock dredging.

To secure full protection the breakwater must be extended to its full proposed length. The estimate for a harbor to secure depth for vessels drawing 16 feet of water is briefly given as follows:

The report for the last fiscal year contains my estimates for completion of the present project, and from that it is found that to finish the breakwater as planned there remain 310 feet, and at the west end there are 560 feet unbuilt.

These 870 feet extension remain to finish the project, which, at $70, aggregate.	$60,900
Repairs to existing structures	9,000
A day beacon is proposed at the outer end of the last mentioned	5,000
To complete present project, exclusive of dredging	**74,900**

DREDGING.

For a channel and basin within limits shown by full lines dredged to a depth of 17 feet to secure depth of 16 feet at mean lake level for vessels:

Sand, mud, etc., 280,000 cubic yards, scow measure, at 25 cents per yard	$70,000
Blasting and dredging rock, 35,250 cubic yards in place, at $2.50, or 70,500 cubic yards, scow measure, at $1.25	88,125
Total	158,125

For additional basin area within limits shown by dotted lines to north and east of small basin same depth:

Sand, mud, etc., 171,000 cubic yards, scow measure, at 25 cents per yard	$42,750
Blasting and dredging rock, 14,150 cubic yards in place, at $2.50, or 28,300 cubic yards, scow measure, at $1.25	35,375
Total	78,125

For additional basin area within limits shown by dotted lines to west of small basin same depth:

Sand, mud, etc., 115,600 cubic yards, scow measure, at 25 cents	$28,900
Blasting and dredging rock, 16,600 cubic yards in place, at $2.50, or 33,200 cubic yards, scow measure, at $1.25	41,500
Total	70,400

SUMMARY.

For channel and small basin	$158,125
Additional basin to north and east of small basin	78,125
Additional basin to west of small basin	70,400
Total	306,650

The smallest basin will give about 15.5 acres harbor room besides that formed by the channel, which is to be 200 feet wide in the narrowest portion, widening as it enters the harbor as shown. The additional space provided for is a width of 440 feet along the pierheads and 300 feet to the north. The second addition is 1,000 feet to the west, and running diagonally to the channel gives a space nearly 700 by 1,000 feet more than the smallest basin. To the whole must be added the pier construction cost, $74,900. No office or engineering expenses are included.

The whole estimate is for pier work and the smallest basin for 16 feet	$233,025
For pier construction and the enlarged basin	311,150
For pier construction and the largest basin	381,550

There are inclosed two tracings and one blue print.

Very respectfully, your obedient servant,

E. H. RUFFNER,
Major of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.
(Through Division Engineer of the Northeast.)

[First indorsement.]

NORTHEAST DIVISION ENGINEER OFFICE,
Washington, D. C., October 21, 1895.

Respectfully forwarded to the Chief of Engineers, concurring in the views of the local engineer. Should the project submitted meet with approval, the estimates should be increased at least 7 per cent for contingencies, including engineering, office expenses, and supervision of the work.

JOHN M. WILSON,
Colonel, Corps of Engineers,
Division Engineer, Northeast Division.

T. 2
T. 2

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 64.

SURVEY OF GALVESTON ISLAND, TEXAS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A communication from the Chief of Engineers, with a report of a survey for determining the cause of the erosion of the easterly end of Galveston Island, Texas.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 29, 1895, together with a copy of report, with map, from Maj. A. M. Miller, Corps of Engineers, dated August 26, 1895, of a survey made by him, in compliance with the provisions of the river and harbor act of August 17, 1894, for determining the causes of the erosion of the easterly end of Galveston Island, Texas.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: I have the honor to submit herewith a copy of report, dated August 26, 1895, with map, by Maj. A. M. Miller, Corps of Engineers, of the results of a survey for determining the causes of the erosion of the easterly end of Galveston Island, Texas, and estimating the cost of works to prevent the same, made to comply with requirements of the river and harbor act of August 17, 1894.

Major Miller states that in his opinion the causes of the erosion are the violent storms and consequent littoral movement of the almost impalpable sand. In 1885 the city of Galveston built two groins of stone, at the ends of Sixth and Thirteenth streets, to prevent further erosion and later two additional groins were built one at the end of Sixth street and the other at the end of Thirteenth street.

Major Miller proposes two methods for protecting the shore—one by a continuation of the erection of stone groins at suitable intervals at an estimated cost of $90,000, and the other by revetment estimated to cost $115,000.

Colonel Robert, the division engineer, for reasons given in his indorsement of September 20 on Major Miller's report, states that it would seem best to await further developments before committing the Government to a project for the protection of the shore of Galveston, and I concur in his views.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

HON. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF EAST END OF GALVESTON ISLAND, TEXAS.

UNITED STATES ENGINEER OFFICE,
Galveston, Tex., August 26, 1895.

GENERAL: In compliance with instructions contained in letter from Office of the Chief of Engineers, United States Army, Washington, D. C., September 8, 1894, * * * I have the honor to report as follows on the survey "for determining the causes of the erosion of the easterly end of Galveston Island, and estimating the cost of works to prevent the same:"

The accompanying tracing shows the shore lines of 1838, 1875, 1891, and 1894, all soundings and elevations being referred to mean low water.

The recession of the shore line since 1838 has been quite marked at the extreme end of Galveston Island, but since the construction of the south jetty, completed to station 320 in 1893, a decided accretion is shown at the extreme eastern end of the island.

The shore line from the foot of Twenty-fifth street to the foot of First street shows a gradual recession, the shore line in the vicinity of Third and Fourth streets, where the erosion has been greatest, showing a loss of about 150 feet from 1891 to 1894.

For the purpose of preventing further erosion, the city of Galveston, in 1885, built two groins of stone at the ends of Sixth and Thirteenth streets, and, in 1892, one at the foot of Seventeenth street, and another at the foot of Ninth street in 1893; these groins have answered the purpose quite well.

The general direction of the movement of sand along the shore is from southwest to northeast, the prevailing winds being from the southwest; the material moved from the city front is arrested and deposited in the pocket formed by the south jetty and a large accretion has been caused at the eastern end of the island.

The causes of the erosion, in my opinion, are the violent storms and consequent littoral movement of the almost impalpable sand, its fineness greatly facilitating easy movement. It has been suggested by those who claim to have observed the erosion that the building of the south jetty has increased the rapidity of loss, but an inspection of the map shows that it has only had the effect of preventing the further easterly movement of the sand and caused an accretion.

The methods for protecting the shore from erosion are two: First, a continuation of the method already adopted by the city—that is, the erection of stone groins at suitable intervals—and second, a method of revetment.

A revetment of masonry would be very expensive and will therefore not be considered. A revetment of timber, if constructed, would be destroyed by the teredo unless constructed at or above high-water mark; this method would require constant repairs and might eventually be undermined. A proper revetment of 3-inch sheet piling with wale pieces and uprights would cost $8 per running foot; this does not include filling in behind revetment, which would add $2 per running foot to the cost. The amount of shore line requiring revetment is 11,500 feet; this, at a cost of $10 per foot, would amount to $115,000.

The other alternative is the protection of the shore by a system of stone groins, the groins to be normal to the direction of the shore and to be 1,500 feet in length, measured from high-water mark. There would be required four groins, 3,000 feet apart, or 6,000 feet at $15 per foot, a total of $90,000 for this method.

The method by revetment would have the advantage of providing the riparian owners with a well-defined water front.

Very respectfully, your obedient servant,

A. M. MILLER,
Major, Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

(Through Col. H. M. Robert, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, September 20, 1895.

Respectfully forwarded to the Chief of Engineers.

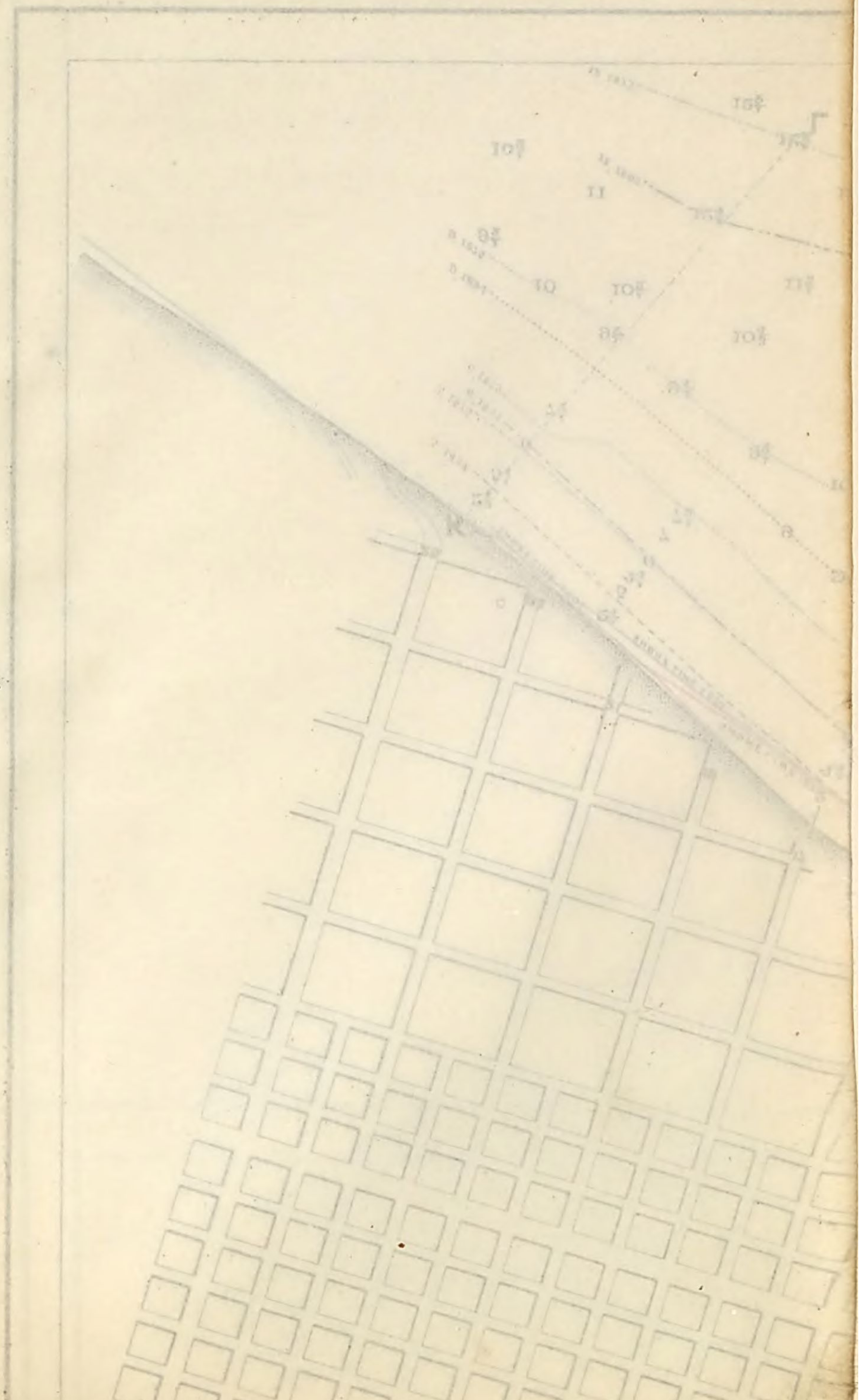
The map accompanying this report shows the shore lines in the vicinity of Galveston for about 4 miles south of the southern jetty, according to surveys made in 1838, 1875, 1891, and 1894. Contours out to 12 feet depth are given for the surveys of 1875 and 1894. Since 1875 the northern end of Galveston Island has been protected by a jetty on the inner side of the island, which has been extended since 1891 to a distance of about 17,000 feet beyond what was the shore line of 1891, and this complete change of condition, to my mind, renders almost valueless a comparison of the surveys of to-day with those of 1838 and 1875. Since 1891, for 9,000 feet south of the south jetty the shore line has advanced from zero to 1,400 feet, averaging fully 700 feet advance. As Major Miller says:

> An inspection of the map shows that it [the south jetty] has only had the effect of preventing the further easterly movement of the sand and caused an accretion.

The jetties are to be extended out to the 30-foot curve, and it would seem to be but prudent to have surveys of the shore line made from year to year in the meanwhile, so that the effect of the jetties upon the shore line can be definitely ascertained. As previously stated, the shore has made out for a distance of nearly 2 miles south from the jetty. South of this point to Thirteenth street, a distance of 1½ miles, there has been erosion since 1891 reaching 150 feet at one point, but whether this erosion has increased within the last year we have no data to indicate. The jetty, since 1891, has been extended 2 miles, but we have no means of telling how far, beyond the 2 miles mentioned, its effect has extended. The extension of the jetty still farther will tend to increase the deposits, and it would seem best to await further developments before committing the Government to a project for the protection of the shore of Galveston.

As to the cost of protection, if it were deemed advisable, it seems to me questionable whether it is best to construct jetties of such length as suggested. The map accompanying this report shows that, while the root of each of the small jetties constructed by the city of Galveston is permanent, the shore just north of it, as a general rule, is cut in very close to the jetty, and it seems to me that a number of small jetties, not extending beyond 4 or 5 feet depth of water, and therefore not over 500 feet long, would probably furnish all the protection required at a much smaller cost than with long jetties—say, not over $20,000. If it were afterwards found necessary to add to these, either in length or in number, it could be done without eventually costing for the same protection as much as the very long jetties extending into deep water.

HENRY M. ROBERT,
Colonel, Corps of Engineers, Division Engineer.



54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 65.

SURVEY OF CAPE FEAR RIVER ABOVE FAYETTEVILLE, N. C.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of survey of Cape Fear River above Fayetteville, N. C.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 29, 1895, together with a copy of report, with map, from Maj. W. S. Stanton, Corps of Engineers, dated October 24, 1895, of a survey made by him, in compliance with the provisions of the river and harbor act of August 17, 1894, of Cape Fear River above Fayetteville, N. C.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated October 24, 1895, with map, by Maj. W. S. Stanton, Corps of Engineers, giving the results of survey of Cape Fear River above Fayetteville, N. C., prescribed by section 12 of the river and harbor act of August 17, 1894.

Major Stanton reports that the estimated cost of the improvement designated amounts in round numbers to $2,555,000.

Attention is respectfully invited to the indorsement of the division engineer, Col. Peter C. Hains, Corps of Engineers, in which he expresses the opinion that the estimate is too low.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF CAPE FEAR RIVER ABOVE FAYETTEVILLE, NORTH CAROLINA.

UNITED STATES ENGINEER OFFICE,
Wilmington, N. C., October 24, 1895.

GENERAL: By letter from your office of September 5, 1894, under the act of August 17, 1894, there was assigned to my charge the survey and estimate of the cost of improving the "Cape Fear River above Fayetteville, N. C."

The survey, consisting of a line run with level and transit on the left (east) bank, of cross sections of the river bed every half mile, and of a mid-channel line of soundings, was made by Mr. S. F. Burbank, assistant engineer. This work was commenced November 23, 1894, and after two brief suspensions on account of high water and ice, was completed March 30, 1895. Throughout the winter the stage of water continued unusually high with frequent freshets, during one of which, in January, the water rose on the gauge at Fayetteville to the height of 60.3 feet above extreme low water, exceeding by 4.3 feet any other recorded rise. August 24 to September 4, 1895, the first time during the season that the water fell to near the low stage and when it was 6 to 18 inches above it, the height of the water surface was determined by Mr. Burbank and the sites for the locks and dams were examined by Mr. Charles Humphreys, assistant engineer, who had formerly been employed in connection with the construction of locks and dams on the Kanawha River, West Virginia. From the data thus obtained Mr. Humphreys, assisted by Mr. Burbank, has made the estimate of the cost of the improvement.

The Cape Fear River is formed by the confluence at Haywood, N. C., of the Deep and Haw rivers. From the confluence to Fayetteville the distance by the transit line on the left bank is 57½ miles, and the fall of the river bed is 132 feet, averaging 2.3 feet per mile. Between the confluence and Buckhorn Falls, 6 miles below, the fall is 4.8 feet. From Buckhorn Falls, where the rapids substantially begin, to Norrington the distance is 7.16 miles, and the fall of the river bed is 33.6 feet, about 4.7 feet per mile. From Norrington to Fox Island, 8.41 miles, the fall of the bed is 6.9 feet, and from Fox Island to Red Rock Lock, nearly 2 miles below Averysboro, the distance is 11.37 miles and the fall of the bed is 53 feet, or 4.6 feet per mile.

From the confluence to Red Rock Lock, a distance of 32.94 miles, where the fall is thus 98½ feet, or almost 3 feet per mile, the river bed is of rock.

From Red Rock Lock to Fayetteville, a distance of 24.56 miles, the fall of the bed is 34 feet, or about 1.4 feet per mile, and the bed is of sand or gravel, with occasional ledges of rock or hardpan at frequent short rapids

Messrs. Humphreys and Burbank's estimate is of the cost of improvement by 15 dams and 16 locks. The estimated cost of each lock and dam, with their location and the length of dam at each locality, is stated in the following table:

Lock and dam No.	Length of dam.	At—	Above Fayetteville.	Local name.	Cost.
	Linear feet.		*Miles.*		
1	200	Station 33+24	.63	Cross Creek	$158,123.76
2	195	Station 390+50	7.39	Jones Lock	153,754.76
3	230	Station 784	14.85		161,063.76
4	350	Station 884	16.76	Silver Run	176,251.16
5	465	Station 1298+70	24.60	Red Rock Lock	182,264.76
6	420	Station 1398	26.48	Raw Ridge	122,702.16
7	337	Station 1458	27.61	Stewarts Creek	116,457.66
8	505	Station 1531	29	Narrow Gap	120,378.86
9	470	Station 1577	29.87		123,541.56
10	435	Station 1675	31.72		137,585.56
11	900	Station 1826	34.58		135,914.51
12	450	Station 2055+10	38.92	Purify Ferry	148,157.66
13	627	Station 2343	44.36	Norrington Dam	121,493.97
14	447	Station 2520	47.73	Battle Dam	139,027.81
15		Station 2631	49.83		72,595.90
	Repairs to canal 2,400 feet long				23,630.00
16		Station 2659+50	50.37		71,670.90
	Repairs to retaining wall				71,402.00
15	1,000	Station 2718+20	51.50	Buckhorn Dam	54,748.65
	14 fender cribs, at $2,263.57				31,689.98
					2,322,455.38
	Add 10 per cent for superintendence and contingencies				232,245.54
	Total				2,554,700.92

The estimated cost of improvement thus amounts, in round numbers, to $2,555,000.

The estimate is for dams of cribs filled with stone and locks of stone masonry laid in cement mortar, both with concrete foundations where there is not solid rock.

The estimates are based upon the actual average cost, $8 per cubic yard, for the cement masonry and concrete taken together in locks and dams on the Kanawha River, West Virginia, and upon the cost of the iron, timber, and rubble in the permanent dams on that river. The price of the solid rock excavation in the chamber of the locks is estimated at $8 per cubic yard on account of the care requisite in the blasting and drilling.

The locks have a length of 175 feet between gates, a clear width of 30 feet, a lift of 8.3 feet, and a depth of 6 feet over the lower miter sill.

The dimensions of the locks and depth over the sills, assumed as above, are not greater than would be suitable for boats adapted to carrying coal from the coal fields, whose center is Egypt, on Deep River, upward of 12 miles above its confluence with the Haw, should there be a probability of such a development of commerce as would justify so costly an improvement.

The annual output, all from Egypt, of the above coal field is reported now to be about 40,000 tons. It has an outlet about 220 miles long by the Seaboard Air Line Railroad to Norfolk, and another 124 miles long by the Cape Fear and Yadkin Valley Railroad to Wilmington.

But were the 57½ miles of the Cape Fear River improved which are embraced in this survey from its head, at the confluence of the Deep and Haw rivers, to Fayetteville, there would still remain to be improved,

to reach the coal mines at Egypt, upward of 12 miles of the Deep River, having a steep slope and many rapids. Furthermore, from Fayetteville down to Elizabethtown, a distance of 42 miles, in which the fall is 13 feet, there are 28 shoals of sand, having a total length of 17 miles, upon which the depth is less than 3 feet at low water, and in the 26 miles next below Elizabethtown there are 16 shoals, having a total length of 6½ miles, on which the depth is less than 4 feet at low water. The cost of improving the river below Fayetteville to obtain at low water a depth of 4 feet up to Elizabethtown and of 3 feet up to Fayetteville was estimated in 1876 at $472,700, of which $124,341.48 have been expended to this date. So many and so shifting are the shoals of sand in the 68 miles next below Fayetteville it would not be prudent to assume that the river can be permanently improved to obtain a navigable depth throughout the year up to that place without continuous contraction works or locks and dams.

Therefore to improve the "Cape Fear River above Fayetteville," embraced in this survey, and to make that improvement available for continuous navigation from the coal field at Egypt, in Chatham County, N. C., to tide water, the cost is estimated to be not less than $3,000,000.

In the Annual Report of the Chief of Engineers for 1872, pages 741 to 749, there is a report of a survey of the Deep and Cape Fear rivers giving much information of their character, of former attempts by corporations chartered by the State to improve them, and of the resources of the region of Chatham County, which it is unnecessary here to repeat.

Mr. Burbank's surveys under this office at various times have embraced a continuous line of levels along the Cape Fear River from its mouth 200 miles to its head at the confluence of the Deep and Haw rivers where the surface of ordinary low water is 154 feet above mean low water at the river mouth. This rise is distributed as follows: From the mouth 27.5 miles to Wilmington, 1.8 feet, being 0.066 of a foot per mile; thence in 73 miles to Elizabethtown, 8.7 feet (approximately), being 0.12 of a foot per mile; thence in 42 miles to Fayetteville, 12 feet, being 0.29 of a foot per mile; thence in 57½ miles to the confluence of the Deep and Haw rivers, 131.5 feet, being 2.46 feet per mile.

This river, with its sources so high and far from the sea, is subject to numerous and frequent freshets, rising with great suddenness to an extreme height, reaching, as above stated, at Fayetteville, in January, 1895, 60.3 feet above extreme low water, which would cause frequent and in the aggregate quite lengthy interruption to navigation by submergence of the locks. The banks are alluvial, occasionally rocky in the upper parts on one or the other side, steep, and of such height as to be overflowed only by the higher freshets. In extreme freshets the water spreads from one-quarter to 2 or 3 miles from the channel.

There is inclosed herewith, on one sheet, a profile of the Cape Fear River from its head to its mouth, which I respectfully suggest be printed with this report.

Of this survey of the river above Fayetteville there are sent this day in three separate packages three long and bulky sheets for file in your office, of which tracings have not been retained here, as follows: two sheets of profile (scale 1 inch to 200 feet horizontal, and 1 inch to 10 feet vertical), showing the bed of the river, the high and low water lines, height of east bank, cross sections about one-half mile apart, and the

surface of slack water after improvement at the cost above estimated; also one horizontal sheet of the survey, scale 1 inch to 200 feet.

Very respectfully, your obedient servant,

W. S. STANTON,
Major, Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

(Through Col. Peter C. Hains, Corps of Engineers, Division Engineer, Southeast Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., November 6, 1895.

Respectfully submitted to the Chief of Engineers. The estimate, in my opinion, is too low.

PETER C. HAINS,
Colonel, Corps of Engineers,
Division Engineer, Southeast Division.

160 miles.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 66.

SURVEY OF WILMINGTON HARBOR AND CHRISTIANA RIVER, DELAWARE.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of survey of the harbor at Wilmington and Christiana River, Delaware.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 29, 1895, together with a copy of report from W. F. Smith, United States agent, major of engineers, U. S. A., retired, dated August 15, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of the harbor at Wilmington and Christiana River, Delaware.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: The river and harbor act of August 17, 1894, contains an appropriation for continuing improvement of harbor at Wilmington and Christiana River, Delaware, including a survey of the Christiana River and Harbor, with a view of obtaining a depth of 21 feet. The survey thus provided for was assigned to the charge of W. F. Smith, United States agent, major of engineers, U. S. A., retired, and that officer's report of the results was submitted under date of August 15, proposing, in addition to dredging, rock removal, and jetty extension, the construction of a flushing basin at the mouth of the river, the entire work estimated to cost $1,269,494.

Major Smith's proposition to construct a flushing basin was not approved by the division engineer, Colonel Hains, and the papers were, with the sanction of the Secretary of War, referred by me to a Board of Engineer Officers for report.

This Board submitted its report September 12, 1895, and states that—

> In view of the great cost of the proposed flushing tidal basin at the mouth of the Christiana River, the uncertainty of the results to be anticipated from its employment, and the evident difficulties of construction, the Board is of opinion that the desired depth at the mouth of the river can be more certainly and economically obtained and maintained either by dredging alone or by dredging combined with a jetty on the south side of the mouth of the river, substantially as recommended in the report of a Commission of Engineers dated June 18, 1891. The Board is, therefore, of the opinion that the construction of the proposed flushing tidal basin at the mouth of the Christiana River is not expedient.

I concur in the views of the Board, and submit copies of all the papers in the case with recommendation that they be transmitted to the Speaker of the House of Representatives for the information of the Committee on Rivers and Harbors.

It is estimated by Colonel Hains, division engineer and senior member of the Board of Engineers, which has had this matter under consideration, that all deposits can be removed by dredging, at an annual cost of not to exceed $20,000, which is about 3 per cent of the estimated cost of the proposed tidal basin.

The report of June 18, 1891, of the Commission of Engineers mentioned by the Board, is printed in Annual Report of the Chief of Engineers for 1891, part 2, pages 1138–1159.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF CHRISTIANA RIVER AND WILMINGTON HARBOR, DELAWARE, WITH A VIEW OF OBTAINING A DEPTH OF TWENTY-ONE FEET.

UNITED STATES ENGINEER OFFICE,
Wilmington, Del., August 15, 1895.

GENERAL: I have the honor to submit herewith a report on the survey of the Christiana River and its tributaries, made under the provisions of the river and harbor act of August 17, 1894, for a survey of the Christiana River and Harbor, with a view of obtaining a depth of 21 feet.

The survey was commenced in September, 1894, was discontinued by reason of the inclemency of the winter for about two months, and was completed in April, 1895.

It comprised a hydrographic survey of about 20 miles, about 5 miles of which had been previously surveyed by the Engineer Department; also tidal, fresh water, and current and sediment observations, with much incidental work connected therewith.

GENERAL CONCLUSIONS AS TO CHARACTERISTICS DEDUCED FROM OBSERVATIONS.

1. Fresh-water inflow.—The observations began at a time when the fresh-water tributaries were probably at their lowest ordinary stage, and continued so as to get the effect of the autumn rains, and also somewhat the effect of the melting snows. They may be assumed, therefore, as being sufficiently accurate for the needful purpose of the survey.

The result shown by these observations gives for the Christiana and

its tributaries a total fresh-water inflow of 617 cubic feet per second. An examination of the rainfall and the area of the watershed gives a larger inflow—759 cubic feet. This, at a velocity at bottom at low water of 0.65 per second, is enough to carry with it to the current of the Delaware all sedimentary matter in motion coming into the Christiana except in time of freshets or the surface wash of Wilmington in heavy showers.

2. The rise and fall of the tides in the Christiana.—The tidal wave which enters the Christiana River from the Delaware River has its velocity reduced about one-half for the high water and one-third for the low water. This diminution of velocity is partly due to diminished depth on the cross section and partly to obstructions, such as bridges and bulkheads built without the authority of the United States Government and without any reference to the preservation of a proper path for the tidal inflow and outflow.

The observations taken show that for a distance of 5 miles from the mouth of the Christiana the ordinary rise and fall is about 6 feet, increased or diminished at times by high winds blowing up or down the river. From the Five Mile Point to Christiana, 10 miles higher, the tides diminish to a rise and fall of 3.6, while 1½ miles above, at Smalley's dam, the rise is but 1 foot.

In the reaches above Newport there are gravel shoals which interfere with the free circulation of the tides.

The mean inflow at the mouth during one flood is 146,214,369 cubic feet.

The mean discharge during one ebb is 175,287,209 cubic feet, or a preponderance in the ebb, owing to the incoming fresh water, of nearly 30,000,000 cubic feet.

The mean velocity at the mouth after ebb is 0.95 foot per second, or the computed velocity at the bottom is about 0.65 foot per second, giving a scouring effect, due to the inflow of the Christiana and its tributaries.

The plan recommended for a channel 21 feet in depth.—The incoming and outflowing tides have their natural effect diminished by great variations in the width of the cross sections and in the obstructions caused by the bridges.

To get a regular action by the tidal prism, I would recommend a high-water width at the mouth of 500 feet, gradually narrowing to 300 at the Third Street Bridge; that the channel should be confined between those limits by bulkheads or dikes, to be erected by the riparian owners who would obtain their compensation in the increase of solid land between the bulkheads and present high-water line. The width of the channel at bottom should be 250 feet to the mouth of the Brandywine, the surface width following the bulkhead line, gradually diminishing from 500 feet at the mouth to the 300 feet near the Third Street Bridge, which width of 300 feet for the high-water line should be continued with the bulkhead to the Market Street Bridge. The width at bottom of this section to be 200 feet. From there to the lower end of the center pier of the bridge of the Pennsylvania Railroad cut-off the channel should be 200 feet at the bottom, and have the present width at surface. The width above the Market Street Bridge gradually increasing for the high-water line to 500 feet would, with the constant inflow of water from the Christiana watershed, make a kind of tidal basin of that portion of the trough of the river, and aid in increasing the scour on the ebb. The depth of the channel from the mouth to the upper line of the pulp works should be 21 feet at mean low water.

From that line to the draw pier above mentioned the depth should

diminish to 10 feet at mean low water, giving a slope of 10 feet in 750 in length. From this pier to Newport I would recommend that all shoals having less than 7 feet in depth be removed. They are generally hard bottom of gravel or red clay.

I have laid out on the chart at the mouth of the Christiana a tidal basin containing 108 acres which will collect during an ordinary flood tide, beginning to fill at 3 feet above mean low water 19,000,000 cubic feet of water, which can be discharged during the last seventy-five minutes of the ebb, which would give an estimated velocity at the mouth for that hour of about 3 feet per second.

As the sediment passing out on the ebb is now as 17 to 14 coming in on the flood, the additional scouring force given by the tidal basin proposed would greatly increase the amount of sedimentary material carried out.

The estimate for this basin given further on is taken from that of a similar flushing basin at Calais, France, increased by the higher cost of labor in this country. In connection with this basin I would suggest a lengthening of the present jetty about 1,100 feet to 21 feet depth, curving it gradually, so that at the end the currents of the Delaware and Christiana shall be practically parallel.

The sedimentary observations show that near the Third Street Bridge more sediment is brought in than is carried out by the ebb. A bar in that locality and the quality of sediment show that the sewage system of the city which enters near there is probably the cause of this condition of the river there. When the system is changed, as I am told it is to be, this deterioration of the channel will cease.

3. Annual deposits in the Christiana River.—There have been removed in twelve years from the river between the mouth and the pulp works 1,024,913 cubic yards of material. By the recent survey there is shown to be 188,000 yards necessary to be removed at this date to bring the channel to the condition it was in when the last contract was finished, making a total deposit in thirteen years of 1,212,913 cubic yards, or an annual deposit of about 93,000 cubic yards. The average cost per yard has been 13 cents. With an increased depth there would be no increase of deposit, and therefore the annual expenditure under a depth of 21 feet mean low water would be between $12,000 and $13,000.

4. Commerce of Wilmington.—The statistics gathered from various sources give a total annual trade of $39,254,087. Some of the industries have cargoes from ocean ports which have to be lightered by reason of the present shallowness of the channel. The largest of the shipbuilding industries, with an aggregate capital of $2,500,000, are hampered in their capacity for work by the same deficiency in depth. The proposed increase would give full scope for all their energies and allow a large and higher class of vessels to be built here.

The estimate for the total improvement suggested is:

1. Dredging 1,429,000 cubic yards of material, at 13 cents per cubic yard		$185,770
2. Removal of rock, 6,434 cubic yards, at $14		90,076
3. Flushing basin at the mouth, 6,000 linear feet of bulkhead, at $90	$540,000	
Riprap and paving	70,840	
Outlet gates	20,000	
Constructing feeding weir	100,000	
Dredging in basin	48,400	
		779,240
4. Extension of jetty, 1,100 linear feet, at $90		99,000
		1,154,086
Add 10 per cent for contingencies		115,408
Total		1,269,494

The assistant, Mr. A. Stierle, superintended the survey and has carefully worked out all the results. His report, accompanied by four tracings, is herewith inclosed.

Very respectfully, your obedient servant,

WM. F. SMITH,
United States Agent.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

(Through Lieut. Col. Peter C. Hains, Corps of Engineers, Division Engineer, Southeast Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., August 21, 1895.

Respectfully transmitted to the Chief of Engineers.

I do not approve of the flushing tidal basin proposed at the mouth of the river. The cost of its construction and maintenance would be fully as great as the cost of maintaining a channel by annual dredging.

The cost of the flushing basin is about one-half the total estimate for the entire improvement, and amounts to about $645,000.

The interest on that amount at 3 per cent will be $19,350, which will more than pay for removal of the annual deposit in the river from all sources.

The construction of a tidal basin might necessitate the acquisition of land or legal proceedings to quiet the claims of riparian owners, which would embarrass the work, if nothing more.

The Christiana is worthy of improvement and probably to the full depth of 21 feet, but whether or not better results may not be had by simply excavating to the proper width and depth, and possibly the construction of a jetty on the south side of the entrance, is a matter worth consideration.

I am inclined to recommend that the report of General Smith be referred to a Board of Engineers for report and recommendation.

PETER C. HAINS,
Colonel, Corps of Engineers.

[Second indorsement.]

OFFICE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
August 23, 1895.

Respectfully submitted to the Secretary of War.

The river and harbor act of August 17, 1894, contains an appropriation of $25,000 for improving harbor at Wilmington, Del., "including a survey of the Christiana River and Harbor, with a view of obtaining a depth of twenty-one feet."

The within report by Major Smith of the results of the survey thus provided for has been forwarded to this office by the division engineer, Colonel Hains, who does not approve of the flushing basin proposed by the local engineer.

I recommend that these papers be referred to a Board of Engineer Officers, to consist of Col. Peter C. Hains, Maj. C. W. Raymond, and Maj. C. E. L. B. Davis, for consideration and report; the Board to meet at Wilmington, Del., on the call of its senior member, and its expenses to be paid from the appropriation for that harbor.

With the sanction of the Secretary, the order constituting the Board will be issued from this office.

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

[Third indorsement.]

WAR DEPARTMENT,
August 26, 1895.

Approved as recommended by the Chief of Engineers.
By order of the Secretary of War:

JOHN TWEEDALE,
Chief Clerk.

[Fourth indorsement.]

OFFICE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
August 28, 1895.

Respectfully returned to Col. Peter C. Hains, Corps of Engineers, for consideration and report by the Board of Engineers constituted by Special Orders, No. 35, Headquarters Corps of Engineers, August 27, 1895.

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

[Fifth indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., September 16, 1895.

Respectfully returned to the Chief of Engineers.
The report of the Board of Engineers, dated September 12, 1895, is submitted herewith.

PETER C. HAINS,
Colonel, Corps of Engineers.

REPORT OF MR. A. STIERLE, ASSISTANT ENGINEER.

UNITED STATES ENGINEER OFFICE,
Wilmington, Del., July 31, 1895.

SIR: I have the honor to submit herewith a report upon the survey of Wilmington Harbor and Christiana River, Delaware, made with the view of securing a 21-foot channel, as directed by the river and harbor act of August 17, 1894.

The survey was commenced last September and having been discontinued for about two months during the past winter on account of the severity of the weather, was completed in April this year. It comprised a hydrographic survey of the river to the head of the tide, including two principal tributaries, in all about 20 miles of river courses, of which only about 5 miles had previously been surveyed by the Engineer Department; also tidal, fresh-water, level, current and sediment observations at the most important points, and other extensive incidental work connected therewith.

The results were plotted upon six sheets, drawn to a scale of 1 inch to 100 feet, from which a reduction was made upon a scale of 1 inch to 1,000 feet, of which the accompanying tracing is a copy. Numerous other diagrams were constructed to illustrate the most important physical data evolved by the survey, especially those related to the tide and the fresh-water inflow, copies of several being transmitted with this report.

GENERAL DESCRIPTION.

Christiana River is a tributary of the Delaware River, entering it about 70 miles above its junction with the ocean. Both rivers flow, before uniting, along the base of the primary rocks extending westward to the Alleghany Mountains, their courses being in opposite directions—that of the Delaware being southwest and that of the

Christiana northeast. Along both rivers the north shore is high or rolling ground and the south shore low alluvial land. Not far below their confluence the Delaware River makes a decided turn toward the southeast, and, maintaining this direction to the ocean, gradually widens to a bay, the shores on both sides being low, principally so-called salt marshes, and of quite recent origin.

The Christiana River is about 30 miles long, of which 16½ miles are under the influence of the tide. The nontidal portion coming down the foothills is, except in freshets, a very small stream. The river has no tributaries worth mentioning from the southward. On the north White Clay Creek and Brandywine Creek join it, 10 and 1.3 miles, respectively, above the mouth. Both of these creeks, particularly the Brandywine, are of greater length above the head of the tide and drain a larger area than the Christiana itself. Their combined influence upon the tides of the latter is considerable during freshets. Into White Clay Creek flows Red Clay Creek, a stream of nearly equal size and power. Their junction is not far above that of White Clay Creek and Christiana River, and it is very probable that Red Clay Creek had at one time an outlet of its own into the Christiana. As a rule these tributaries consist at their headwaters of a number of branches of equal size, named generally after the points of the compass. It is difficult to express the exact length in miles of each tributary, but, selecting the most prominent one of the head branches, the total length of the Brandywine by the East Branch is 42.7 miles and by the West Branch 49.3 miles, of which the lower 3 miles are under tidal influence.

White Clay Creek, measured along the Middle Branch, is 26.5 miles long, the lower portion for a distance of about 3 miles being also affected by the tide. Red Clay Creek, from the headwaters of the West Branch, is 20.3 miles long, and the tide barely enters its mouth. Besides these principal tributaries, there are a number of smaller streams and drains, of which Mill Creek, about 7 miles long, which enters the Christiana just above Wilmington, and Shellpot Creek, 6.5 miles long, which joins the Brandywine about two-thirds of a mile above its junction with the Christiana, are the most important. The above data and other information necessary for a thorough investigation of the hydraulic questions connected with this survey were obtained from a map of Chester County, published by the geological survey of the State of Pennsylvania, drawn upon a scale of 1 inch to 2 miles, and from a map of Newcastle County, Del., drawn upon a scale of 1¾ inches to 1 mile.

The headwaters of the Christiana and of its principal tributaries lie in Chester County, Pa. Coming as they do from a high elevation, their slope is considerable before they reach the low alluvial lands at the foot of the hills. The country through which they flow, however, is open and under a high state of cultivation and, except in some deep ravines, entirely denuded of forests. While the amount of water carried off by these streams is, upon an average, not very large, the discharge after a heavy rain or in the spring when the ice and snow begin to melt is considerable, and the freshets then following are characterized by their suddenness and the great height they attain, often accompanied by much destruction.

FRESH-WATER INFLOW.

Observations by staff readings of the fresh-water inflow were made in the upper Christiana, at Webber's wharf, Christiana village, on 63 days; in White and Red Clay creeks, near Stanton, on 28 and 52 days, respectively, and in Brandywine Creek, about 450 feet above the upper dam, in Brandywine Park, Wilmington, from September 19 to and including December 31, 1894. These observations were made as nearly as possible morning, noon, and evening, and when freshets occurred, about every hour. Between times, surface and meter observations of the velocities of the currents at these points were taken to determine the discharge.

The zero of the gauge in Brandywine Creek is, according to the line of levels run, 24.06 feet above the zero of the tide board set in the Christiana River at the foot of Market street, which was the adopted plane of reference for the survey, that established at the mouth of the river during previous surveys being less convenient of access. From the readings taken during the 103 days' observations on the Brandywine gauge a curve of the water level was constructed, the height of the water during the time the gauge was not observed being interpolated. The mean of all daily means thus obtained is at 2.44 feet of the gauge, and if freshets that occurred during that period are excluded the mean level of the remaining 75 fair days is at 2.21 feet of the gauge. The highest reading observed was 6.3 feet, on September 20, and the lowest 1.3 feet, on October 3, 1894, giving as greatest range observed 5 feet. On 32 days the water level stood above and on 71 days below the general mean level of 2.44 feet, reaching it once, on December 26. This would indicate that the most frequent level is near that given above for fair weather, viz, at about 2.21 feet of the gauge.

It would be useless to attempt to deduce from these three months' observation such data as would give with any degree of reliability the annual mean level or the level which the water most frequently attains during the year or for any longer period.

As far as can be ascertained, such an extensive series of observations of the water level in the Brandywine Creek above tidal influence as these has never been made, not even by the city, which depends for its water supply upon this creek. Yet the data obtained are sufficient to evolve a law or flow for this stream which elucidates its capacity and the application of which may be of some use in the future.

Not far from the staff gauge, or more correctly, 415 feet above the upper dam, current observations were made in a portion of the creek nearly level and presenting as uniform a cross section as could be found considering the rocky bottom and the irregular shores. The cross section selected was carefully leveled and included not only the wet perimeter of the stream, but also a considerable portion of the slopes on both sides of the valley to the height above the highest freshets known. On April 9 and 10 of this year the volume of water flowing down the creek was gauged at this point just after the occurrence of a heavy freshet whilst the water was falling from the 4.9 foot to the 3.1 foot mark on gauge, or from a height of 2.5 feet to 1.7 feet above mean level of three months' observations. The current observations were made with Biuff and Berger current meters, style No. 5, after their constants had been determined in the usual way.

At eight equidistant points of the cross sections the current was measured at 1 foot below the surface, at middepth, and 1 foot above the bottom, and the mean of several observations at each point was taken. In addition, the mean velocity in each perpendicular was obtained by lowering the meter slowly and with uniform speed several times from the surface to the bottom. Reduced to mean level of that day, the results, in the form of curves of equal velocity (isotachs), were plotted upon a profile of the cross section and upon the same basis were projected vertically, giving an irregular body whose contents, calculated with the aid of the planimeter, represented the volume of water passing through the cross section in one second. With an average level on April 9 of 4.9 feet on the gauge, or 2.5 feet above the average level for three months, and with a mean depth of 5.71 feet and an area of 1,101.3 square feet in the cross section, the discharge was found to be 3,714 cubic feet per second. On the following day, the freshet still subsiding, the water had reached a mean level at 3.15 feet of the gauge, or 0.71 feet above the average level of three months. The mean depth in and the area of the cross section were then 4 feet and 782 square feet, respectively, and the discharge 1,279 cubic feet per second. In order to make the numerous surface velocity observations which had previously been made at this station at different stages of the water level available, it became necessary to find the relation between these, taken in midstream, and the mean velocity of the whole cross section. The observed surface velocities in midstream obtained with floats agreed very closely with those determined with the meters. Assuming that the relation of the surface midstream velocity, Vm, remains the same up to a certain height of water level, a comparison of the factors of April 9 and 10 gives the following coefficient:

$$\frac{Vm}{Vs} = 0.686.$$

To ascertain approximately the discharge of the Brandywine, this coefficient is of great value.

The above relation is slightly larger than that obtained on other rivers by European engineers. Comparative observations made on the river Elbe, by Schrader, gave a very close result by the introduction of a second constant into the equation expressing this relation, which is

$$\frac{Vm}{Vs} = 0.67\ Vs + 0.022\ Vs^2$$

The same result reached by V. Wagner, who fixed the second constant at 0.027 Vs^2. These equations represent, approximately, a parabola of the second degree, tangential at the intersection of the coordinates, and applying this argument to the velocities in the Brandywine there is evolved the following formula:

$$Vm = 0.686\ Vs + 0.0053\ Vs^2$$

with which the discharge can be very closely calculated if the cross-sectional area is known. The accompanying curve of discharge, fig. 1, has been constructed in accordance with this formula and the measured cross sections for all stages of the river up to 6.1 feet on the gauge. It is not advisable to extend the researches above this level, as there is a sudden increase in the width of the cross section at that height, and a corresponding change in the law of flow must necessarily follow. On the same sheet which illustrates the curve of discharge are shown two straight lines, representing the equations of midstream surface velocities with reference to gauge readings during rising and falling water in this creek, and calculated by Weisbach's formula.

$$tg2a = \frac{2\Sigma(y_n \times x_n)}{\Sigma(y^2_n) - \Sigma(x^2_n)}$$

in which y_n is the difference above or below the mean of the number of gauge readings and x_n the difference above or below the mean of the corresponding velocities observed, the equation of the lines being

$$y = tgax + c.$$

For falling water, $t\ g\ a = 38° 17' 35''$; for rising water, $33° 56' 19\frac{1}{2}''$; and c, a constant, 1.41 and 1.39 feet on gauge, respectively. The constants show that there are no velocities below these gauge readings; in other words, that the flow of water ceases at these heights, which are about on a level with the crest of the dam 450 feet below the gauge. It remains to state that, in accordance with the above laws, the discharge of the Brandywine at the three months' mean level (2.44) is 602 cubic feet and at the most frequent level (2.21) 433 cubic feet per second.

The method pursued in gauging the upper Christiana and White and Red Clay creeks was the same as that followed on the Brandywine, though it was less elaborate, as the cross sections were very much smaller. The course of the upper Christiana immediately above the head of the tide is so much broken by mill ponds, mill races, and dams that it was impossible without expensive preparations to establish a suitable place at which to measure the fresh-water inflow.

A cross section near the tide staff erected at Christiana village below the lowest milldam was therefore selected for that purpose and the currents measured after low water, when the tidal water had entirely run out. Reducing the observations made in these three streams to a common level corresponding for the same time with the mean water level in Brandywine Creek, it was found that the upper Christiana, having at that stage a cross section of 100.8 square feet, discharged 67 cubic feet; White Clay Creek, with a cross section of 89.6 square feet, discharged 37 cubic feet, and Red Clay Creek, with a cross section of only 28.8 square feet, discharged 65 cubic feet per second. To summarize the result, and allowing a proportional amount for the smaller drains and creek that were not gauged, the total fresh-water inflow per second into the Christiana River at the average water level, excluding freshets, derived from observations made from the middle of September until the end of the year 1894, is as follows:

	Cubic feet.
From the upper Christiana River	67
From the White Clay Creek	37
From the Red Clay Creek	65
From the Brandywine Creek	433
From the other small streams, estimated	15
Total	617

What the annual mean discharge is can be approximately determined by comparing the amount of rainfall over the watershed of the Christiana and its tributaries and the discharge that took place during the time actual observations were made, that is, from September 19 until December 31, 1894. I am indebted to Professor Bishop, Newark, Del.; Mr. McKay, Wilmington, Del.; Dr. Green at West Chester, Pa., and Mr. Gordon at Coatesville, Pa., for records of precipitation covering the time under consideration and for similar statistics used in this report. The stations of these observers are favorably located to include the whole of the upper and lower Christiana watershed and that of the east and west branches of the Brandywine. The mean precipitation at these four points for the time indicated was 14.84 inches. The drainage areas were measured with the planimeter on the maps previously referred to, and embrace the following separate watersheds:

	Square miles.
1. Christiana River:	
In Pennsylvania	3.40
In Maryland	3.80
In Delaware	52.24
Total	59.44
2. Brandywine Creek:	
In Pennsylvania	280.98
In Delaware	30.22
Total	311.20
3. White Clay Creek:	
In Pennsylvania	48.30
In Delaware	41.11
Total	89.41

4. Red Clay Creek:	Square miles.
In Pennsylvania	29.85
In Delaware	25.29
Total	55.14
5. Mill Creek, above Wilmington	8.23

Making the total area of the watershed of the Christiana River and its tributaries 523.42 square miles.

For eight days preceding September 19 no rain had fallen. It is, therefore, safe to assume that when the observations began the rivers were carrying off no more than their normal quantity of water, or that portion retained by the ground since the preceding rains and which was now slowly passing down the water courses. Reducing the area to square feet and the total precipitation, 14.84 inches, to fractions of a foot, we have $14,592,112,128 \times 1.236 = 18,035,850,590$ cubic feet of rain that fell within the time indicated. The total of fresh-water inflow into the Christiana was, however, during that time, including the freshets, that of the discharge (846 cubic feet per second) of all the streams at mean level of the Brandywine gauge, 2.44 feet, multiplied by the time, 104 days, reduced to seconds, or 846 (104 by 24 by 60 by 60) = 7,601,817,600 cubic feet. The discharge, therefore, was only 42 per cent of the rainfall, the remainder, 58 per cent, being lost by absorption, evaporation, and filtration.

According to Humphreys and Abbot the Missouri River carries off 15 per cent, the Ohio and Mississippi rivers 24 per cent, the Schuylkill River 40 per cent, and other small tributaries up to 90 per cent of the annual rainfall. In France the percentage varies between 29 per cent and 53 per cent, and in England 39 per cent is adopted as the average. Seven of the largest German rivers discharge between 21 per cent and 38.5 per cent of the rainfall; but the largest percentage has been observed in Switzerland, reaching 82 per cent. It is clear that the topography of the adjacent country and the geological formation of the whole watershed are the factors which decide the relation between discharge of rivers and the amount of precipitation upon the territory through which they flow.

Fresh-water stations (locality of gauge).	Distance from mouth of river.	Number of days of water-level observations.	Mean reading on gauge for that time.	Height of mean reading above zero of Market Street Bridge tide gauge.	Cross-sectional area at mean reading.	Discharge per second at mean reading.	Mean velocity per second.	Assumed or estimated annual mean on gauge.
	Miles.		*Feet.*	*Feet.*	*Sq. feet.*	*Cu. feet.*	*Feet.*	
Near Upper Dam, Brandywine Creek	4.45	103	2.21	26.27	569	433	0.76	2.35
White Clay Creek near Stanton	14.61	28	2.40	9.57	89.6	37	.41	.....
Red Clay Creek near Stanton	14.73	52	2.12	12.66	28.8	65	2.25	.....
Christiana River at Webber's wharf, Christiana Village	15.10	63	2.46	4.74	101	67	.66	.....
Small tributaries not specified	.....	.....	.....	.....	.....	15	.....	.....
Total	.....	.....	.....	.....	.....	617	.....	.....

The average annual rainfall at Newark, Del., has been computed from six years' observations to be 46.55 inches; at West Chester, Pa., from twenty years' observations, 48.34 inches, and at Coatesville, Pa., from seven years' observations, 52.39 inches. These points fairly cover the whole watershed of the Christiana River and its tributaries. The mean of the above figures is 49.09 inches, but it is possible that a longer period of observations would reduce this quantity somewhat—perhaps 1 or 2 inches. Assuming 47 inches to be the average annual rainfall over this watershed, the amount of rain per year is 57,055,158,420 cubic feet. In accordance with the calculations made above, 42 per cent of this amount, or 23,963,166,536 cubic feet, which is equal to 759 cubic feet per second, are discharged by the Christiana River annually. Comparing this total with the total obtained by actual observations on the water gauges during September, October, November, and December of last year, which at the average level of the Brandywine gauge of 2.44 feet was 846 cubic feet per second, it may be safely assumed that the observed level for these months was slightly above the probable annual level, and that the latter is close to 2.35 feet of the gauge, or at an elevation of 26.41 feet above the plane of reference, the zero of the tide board set

at the foot of Market street, Christiana River. One of the heaviest freshets known for years occurred between May 18 and 24, 1894. By some marks left along the shore the water in Brandywine Creek had reached a height of 5½ feet above the mean level recently determined, and the discharge at that stage must have been about 10,000 cubic feet per second.

TIDES.

The tidal wave coming up the Delaware from the ocean arrives at the mouth of Christiana River with an acquired velocity of 26.2 feet per second on the high water and of 23.2 feet per second on the low water. This is in accordance with the formula of Mr. Scott Russell, where $v = \sqrt{2\,g\,d/2}$, d being the mean depth of the cross section of the Delaware River opposite the Christiana, and v the velocity. From a long series of tidal observations made at various points in the Delaware River and Bay by the Engineer Department, and compiled by Assistant Engineer Gieseler in 1885, the velocity or propagation of the tidal wave, as it passes the mouth of the Christiana River, deduced from the "corrected establishment" of Pigeon Point and Edgemoor is, at high water, 26.2 feet, and at low water, 19.2 feet per second. The low-water velocity mentioned last is probably nearer the correct one than that found by the above formula.

The portion of the wave entering the Christiana River is at once considerably changed in all its characteristic features. As will be seen from the accompanying table, the wave traverses the distance from the mouth of the river to Market Street Bridge, Wilmington, 2.72 miles, on the high water in 18 minutes, and on the low water in 17½ minutes, or both at the rate of about 13 feet per second, the corresponding high water in the Delaware River having traversed in that time nearly 9 miles, to just below Marcus Hook, and the low water to a point 4 miles above the mouth of the Christiana. In its progress up the river the propagation of the wave, which is always a true measure of the condition of the river, loses its velocity at a much greater ratio than near the mouth, the high water reaching Christiana village near the head of the river and 15.1 miles above the mouth in 2 hours and 30 minutes, and the low water traversing the same distance in 3 hours and 19 minutes on an average tide. Within the corresponding time the high water in the Delaware River has passed Five Mile Point, above Philadelphia, and the low water is not far below Burlington, N. J., the former having traveled about 30 and the latter about 40 miles.

It is beyond the scope of this report to describe abnormal conditions or to mention any other than the ordinary phenomena observed during the survey.

	Tidal stations—Locality of gauge.	Distance from mouth of river.	High water.			Low water.			Duration of—		Mean rise and fall.	Corrected establishment or average time of high water after moon's meridian passage.	Mean low water, lunitidal interval.	Propagation of tidal wave betweeen stations.				Relative slopes between stations.			
														High water.		Low water.		High water.		Low water.	
			Reading on gauge.	Height above zero of Market street gauge.	Duration of stand.	Reading on gauge.	Height above zero of Market street gauge.	Duration of stand.	Rise.	Fall.				In minutes.	In feet per second.	In minutes.	In feet per second.	In inches per mile.	Relative slope.	In inches per mile.	Relative slope.
		Miles.	*Feet.*	*Feet.*	*Min.*	*Feet.*	*Feet.*	*Min.*	*h. m.*	*h. m.*	*Feet.*	*h. m.*	*h. m.*								
0	Delaware River at Edgemoor	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Mouth of river, inner end of jetty	0	9.13	+6.63	16	3.00	+.50	12	5 14	7 10	6.13	11 56	19 06	0	0	0	0	0	0	0	0
2	Mouth of Brandywine Creek	1.32	.....	.....	.....	.....	.....	.....	5 12	7 10	.....	12 00	19 10	+18	13.3	+17½	13.7	.49	1/130560	.23	1/230360
3	Market Street Bridge	2.72	6.52	+6.52	7	.56	+.56	5	5 15½	7 9½	5.96	12 14	19 23½								
4	Delaware Railroad Bridge	5.11	9.05	+7.05	.....	3.04	+1.04	.....	5 15	7 20½	6.01	12 36	19 56½	22	9.5	33	6.3	2.66	1/23810	2.41	1/26290
5	Newport, Newbold's wharf	8.84	7.61	+7.96	13	2.23	+2.58	10	4 44	7 41	5.38	13 06	20 47	+30	10.9	+50½	6.5	2.93	1/24642	4.95	1/12759
6	Junction of White Clay Creek	10.01	7.45	+8.20	.....	2.63	+3.38	.....	4 39	7 45	4.82	13 15	21 00	+ 9	11.4	+13	7.8	2.46	1/25740	8.21	1/7744
7	Churchman's bridge	11.30	9.43	+8.77	.....	4.82	+4.16	.....	4 33	7 51	4.61	13 26	21 17	+15	11.8	+17	7.6	5.30	1/11950	7.26	1/6702
8	Christiana, Webber's wharf	15.10	6.04	+8.32	8	2.45	+4.74	13	4 25	7 59	3.59	14 26	22 25	+60	5.3	+68	4.7	1.42	1/44687	1.83	1/34593
9	Smalley's milldam	16.56	.....	+9.39	.....	.....	+8.46	.....	.....	.....	.93	.....	.....	.....	.....	.....	.....	8.79	1/7204	30.58	1/2072
2	Mouth of Brandywine Creek	1.32	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 00	19 10								
10	Head of Brandywine Creek, Jessup & Moore's wharf (10,200 feet above mouth of Brandywine)	3.26	8.53	+6.35	7	2.54	+.36	5	4 54	7 30	5.99	12 10	19 31	+10	17	+21	8.1	1.03	.....	52	.....

6	Junction of White Clay Creek.....	10.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	13	15	21	00							
11	White Clay Creek, Stanton Mills (11,200 feet above junction)	12.25	5.45	+7.93	8	1.44	+3.92	15	4	35	7	50	4.01	13	29	21	22	+14	13.3	+22	8.4	1.45	.....	2.89	.....
12	Junction of White Clay and Red Clay creeks (2,760 feet above No. 1)	12.74	5.60	+7.87	.....	2.66	+4.93	.....	.....	.....	.....		2.94	.....	.....	.....	.....	.....	.....	.....	.....	1.47	.....	24.73	.....

The accompanying table gives the main features of a normal tide in the Christiana in a condensed form. It is compiled from observations made as follows: At the mouth, by self-registering tide gauge between April 16 and July 5, 1885; by staff readings during the daytime between October 5 and December 5, 1894; at Market Street Bridge, Wilmington, by staff readings during the daytime between October 5 and December 5, 1894; at Newport, Del., by self-registering tide gauge between October 3 and December 27, 1894; at Christiana village, Del., between September 29 and December 1, 1894; at Jessup & Moore's wharf, Brandywine Creek, between September 23 and December 5, 1894, and at the Stanton Mills, White Clay Creek, between October 10 and December 19, 1894—the last three during the daytime, or from early morning until late at night. The gauges at the Delaware Railroad Bridge, at the junction of White Clay Creek, at Churchman's bridge, at the junction of White and Red Clay creeks and Smalley's milldam, were observed at various times whilst soundings were being taken, and the results subsequently interpolated with the adjoining principal gauges. The station at Newport was throughout the survey used as a standard to which finally all observations were reduced; but no attempt was made to distinguish day tides from night tides, or spring tides from neap tides, as the meteorological influences and those of freshets are too great in this river and the observations were not numerous enough to warrant such a complete analysis. The means given are, therefore, the means derived from observations made at each locality during the time indicated. All the gauges were connected by a line of levels, checked in several cases, but not in all, the plane of reference being the zero of the tide gauge at the foot of Market street, Wilmington.

According to the table the mean low water at the head of the tide in the Christiana is about 8 feet above that at the mouth of the river, and the mean high water 3.26 feet above that in the Delaware River. Between these points the local high and low marks vary with increasing or decreasing elevations, as shown on the profile, but never with any marked variation. In its ascent up the river the tidal wave meets many local obstructions which more or less retard its progress, but the slopes of the lines between which it travels are not very steep, for the flood at Christiana is only 49 minutes shorter in duration than that at the mouth of the river and the ebb duration is correspondingly prolonged. The tide has evidently ample time in its prescribed epoch to fill or empty the small basin of the river. The average rise and fall in the lower 5 miles, where the depth is greatest and the width contracted, is about of the same magnitude, 6 feet, then it gradually diminishes, and at Christiana is 3.6 feet, and at Smalley's milldam 1 foot, the river between the two last-named points having lost much of its open character by the intervention of extensive gravel bars, thickly wooded banks, and numerous slough channels. The periodicity of the tidal epochs as given in the table is sometimes very much disturbed by freshets or storms. The former tend to check the flood current throughout the river and in conjunction with storm tides have been known to raise the high water from 2 to 4 feet above the mean. The low water is similarly affected by them, raising its level; high winds, on the contrary, blowing down the Delaware River, have the opposite effect, and the river, to use a common phrase, often goes dry. On March 18 and 19, during the prevalence of a high northwest wind, the tide had entirely run out of the river at about the time of low water. It had reached its lowest level on the gauges above Newport for nearly two hours whilst it was still falling at the Newport gauge. This apparently anomalous phenomenon could not at the time be correctly explained until the charts were completed, which showed a considerable bar just above Newport, which at very low tides falls bare.

PHYSICAL CHARACTERISTICS OF RIVER BED AND SHORES.

The depth in the main channel or along the thalweg of the lower river exceeds upon an average, except at six points, the 15-foot depth which has been maintained of late years by dredging from the mouth toward the pulp works. A narrow cut, 15 feet deep at low water, had been dredged up to these works about a year ago, but it has filled in again for a distance of half a mile, and the 15-foot channel now ends at the Harlan & Hollingsworth shipyard. The average maximum depth in the channel is now, at the pulp works, 11 feet; at Newport, 8½; at Churchman's bridge, 6; and at Christiana village, 2½ feet below mean low water. The mean depth at low water in the whole trough of the river at the points named is, however, much less. Up to the Harlan & Hollingsworth shipyard it is only 9½ feet; at the pulp works it is 7.3 feet; at Newport, 5.8; at Churchman's bridge, 3.5; and at Christiana village, 1.8 feet, running out to about 1 foot below Smalley's milldam. The greatest discrepancy between the channel depth and the mean depth is in the lower river—about 6 feet—giving positive proof that the deep channel there can be maintained only by dredging.

As the product of the mean low-water depth and the mean low-water width constitutes the true measure of the capacity of the trough of the river, it naturally follows that these widths increase and decrease correspondingly in an inverse ratio

with the depth. In this respect the ratio is quite uniform in the river above the junction of White Clay Creek, where the adjoining shores are bolder and their heretofore prevailing marshy character disappears. From about 50 feet at Christiana village the low-water widths increase gradually to 76 feet at Churchman's bridge and to about 100 feet at the junction. Below this point they are more disturbed by the irregular lines of the dikes which inclose the river and by wharves, bridges, and bulkheads. The mean low-water width at Newport is 163, near the Delaware Railroad Bridge 236, at the pulp works 260, above Market Street Bridge 234, above the junction of Brandywine Creek 441, and at the mouth of the river 747 feet. The high-water widths are still more locally disturbed by artificial structures along the shore and, as in the case of the low-water widths, show a certain symmetry only above the junction of White Clay Creek. This width at Christiana village is 57 feet, above White Clay Creek 252, at Newport 238, at the pulp works 548, above Market Street Bridge 348, above the mouth of the Brandywine 560, and at the mouth of the river about 1,000 feet.

The above figures are the means of the nearest ten cross sections, 100 feet apart, above and below the points named.

The accompanying table gives a summary of the ebb and flood volumes, of the discharge, and of the velocity at some of the important points of the river where tidal observations were made. The velocities given represent the mean velocity in each cross section. The velocity on the bottom is from 25 to 30 per cent less. At that rate at all points both the ebb and flood currents are barely strong enough to move fine sand in midchannel, the accretion of fine silt on the sides goes on, forming the muddy fore shores which continue to grow higher with the deposit of every high water. Of the 175,287,209 cubic feet of water discharged during an average ebb tide, about 30,000,000 are due to fresh-water inflow, the accumulation of one tide, or 17 per cent of the whole amount. These quantities are more than doubled during storm tides or during freshets. The strongest currents occur near Market Street Bridge, where the river is very much contracted. Special measurements of each bridge crossing the Christiana were made with the view of calculating to what extent each one obstructs the propagation of the tidal wave, the currents, and the main trend of the channel. It is thought, however, that such an analytical investigation will be in place when new harbor lines are established, but it can be safely stated now that not one of the ten bridges, from the mouth to Christiana Village, is constructed to answer fully the requirements of a tidal river.

Tidal volume, discharge, and velocities during a normal tide, and average inflow of fresh water.

Locality.	Distance from mouth of river.	Half-tide cross section.	Volume passing during one ebb.	Duration of ebb.	Discharge per second.	Velocity per second.	Remarks.
EBB.	*Miles.*	*Sq. ft.*	*Cubic feet.*	*Seconds.*	*Cu. ft.*	*Feet.*	
1. Christiana at Webber's wharf.	15.1	193	4,020,160	28,740	139	0.72	Including 2,986,860 cubic feet of fresh-water inflow from the Upper Christiana during one tide of 12 hours 23 minutes.
2. Churchman's bridge..	11.3	492	10,597,460	28,260	375	.76	Including 4,547,160 cubic feet of fresh-water inflow from plus tidal prisms in White and Red Clay creeks.
3. Junction of White Clay Creek.	10.01	1,060	24,062,220	27,900	862	.81	
4. Newport, Newbold's wharf.	8.84	1,459	33,835,120	27,660	1,223	.83	
5. Delaware Railroad Bridge.	5.11	2,826	64,193,237	26,430	2,429	.86	
6. Market Street Bridge.	2.72	3,562	91,481,663	25,770	3,546	.99	Including 356,640 cubic feet of fresh-water inflow from Mill Creek.
7. Mouth of Brandywine Creek.	1.32	5,964	150,970,894	25,800	5,852	.98	Including 24,000,000 cubic feet of fresh-water inflow during one tide from Brandywine Creek and tributaries and 17,737,500 cubic feet tide.
8. Mouth of river	0	7,197	175,287,209	25,800	6,794	.95	

Tidal volume, discharge, and velocities during a normal tide, and average inflow of fresh water—Continued.

Locality.	Distance from mouth of river.	Half-tide cross section.	Volume passing during one ebb.	Duration of ebb.	Discharge per second.	Velocity per second.	Remarks.
FLOOD.	*Miles.*	*Sq. ft.*	*Cubic feet.*	*Seconds.*	*Cu. ft.*	*Feet.*	
1. Christiana at Webber's wharf.	15.1	193	1,033,300	15,900	65	0.49	
2. Churchman's bridge..	11.3	492	7,610,600	16,380	464	.94	
3. Junction of White Clay Creek.	10.01	1,060	19,346,020	16,740	1,145	1.07	Prism, less flood freshwater inflow, equals tide going into White Clay Creek.
4. Newport, Newbold's wharf.	8.84	1,459	29,118,920	17,040	1,708	1.17	
5. Delaware Railroad Bridge.	5.11	2,826	59,477,037	18,900	3,147	1.11	
6. Market Street Bridge.	2.72	3,562	86,408,823	18,930	4,564	1.28	
7. Mouth of Brandywine Creek.	1.32	3,964	121,898,054	18,700	6,518	1.09	
8. Mouth of river.....	.....	7,179	146,214,369	18,840	7,760	1.07	

SEDIMENT.

On April 19, 1895, samples of the water were taken simultaneously every hour at four points to determine the amount of sediment held in suspension during an ebb and the succeeding flood tide. The lower station was at the mouth of the river, the second and third in Wilmington Harbor, all three being nearly equidistant apart, and the fourth was at Newport. On the same day a sample of water was taken from the Brandywine Creek, above the upper dam. The stage of the tide and water in the creeks that day was normal, and no rain had occurred for six days previous. The samples were all taken in midchannel, at a depth of 2 feet above the river bottom, by means of glass tubes of a capacity of from 16 to 17 cubic inches attached to a long pole. The amount of sediment was calculated afterwards to the ten-thousandth part of a cubic inch.

Sediment observations of Christiana River, April 19, 1895, obtained 2 feet above bottom.

AT MOUTH.

[Depth of water at mean low tide, 15 feet; average rise and fall of tide, 6 feet.]

Time.	Height of water above mean low-water level.	Stage of tide.	Amount of sediment obtained.	Total amount per cubic foot of water.	Remarks.
			Cu. in.	*Cu. in.*	
8 a. m....	6.1	High water.....	.....	*0.880	
9 a. m....	5.8	Ebb	0.0075	.7912	
10 a. m...	4.7	.....do	.0093	.997	Average per cubic foot during ebb, 1.229 cubic inches, or $\frac{1}{1407}$.
11 a. m...	3.9	.....do	.0134	1.433	
12 m	2.9	.....do	.0177	1.888	
1 p. m....	2.1	.....do	.....	*1.390	
2 p. m....	1.5	.....do	.0102	1.092	
3 p. m....	1.1	Low water.....	.0098	1.012	Average per cubic foot during flood, 1.012 cubic inches, or $\frac{1}{1707}$.
4 p. m....	1.9	Flood	.0089	.968	
5 p. m....	3.6	.....do	.0102	1.095	
6 p. m....	5.1	.....do	.0113	1.204	
7 p. m....	6	.....do	.0086	.9142	

*Estimated.

Sediment observations of Christiana River, April 19, 1895, etc.—Continued.

ABOVE THIRD STREET BRIDGE.

[Depth of water at mean low tide, 16.6 feet; average rise and fall of tide, 5.9 feet.]

Time.	Height of water above mean low-water level.	Stage of tide.	Amount of sediment obtained.	Total amount per cubic foot of water.	Remarks.
			Cu. in.	*Cu. in.*	
8 a. m....	5.94	High water.....	0.01117	1.116	
9 a. m....	5.19	Ebb	.013	1.308	
10 a. m...	4.14	.....do	.0067	.676	Average per cubic foot during ebb, 1.155 cubic inches, or $\frac{1}{1496}$.
11 a. m...	3.24	.....do	.01238	1.223	
12 m.....	2.34	.....do	.01103	1.106	
1 p. m....	1.54	.....do	.01174	1.113	
2 p. m....	.84	.....do	.01364	1.378	
3 p. m....	.44	Low water.....	.01294	1.284	
4 p. m....	1.29	Flood.....	.01146	1.1353	Average per cubic foot during flood, 1.649 cubic inches, or $\frac{1}{1048}$.
5 p. m....	2.94	.....do	.0273	2.696	
6 p. m....	4.34	.....do	.0208	2.086	
7 p. m....	5.29	.....do	.01188	1.2112	

AT PULP WORKS.

[Depth of water at mean low tide, 9 feet; average rise and fall of tide, 5.9 feet.]

8 a. m....	5.95	Flood (high water at 8.15 a. m.).	0.0087	0.922	
9 a. m....	5.40	Ebb	.0074	.780	
10 a. m...	4.35	.....do	.0106	1.107	Average per cubic foot during ebb, 1.248 cubic inches, or $\frac{1}{1384}$.
11 a. m...	3.40	.....do	.0175	1.742	
12 m.....	2.50	.....do	.0135	1.4566	
1 p. m....	1.80	.....do	.0115	1.1854	
2 p. m....	1.10	.....do	.0116	1.164	
3 p. m....	.60	Ebb (low water at 3.10 p. m.).	.0125	1.300	
4 p. m....	1.10	Flood.....	.0076	.757	Average per cubic foot during flood, 1.141 cubic inches, or $\frac{1}{1514}$.
5 p. m....	2.60	.....do	.0116	1.226	
6 p. m....	4.30	.....do	.0155	1.607	
7 p. m....	5.50	.....do	.0115	1.195	

AT NEWPORT.

[Depth of water at mean low tide, 8 feet; average rise and fall of tide, 5.38 feet.]

8 a. m....	5.59	Flood (high water at 8.35 a. m.).	0.0105	1.054	
9 a. m....	5.57	Ebb	.008	.785	
10 a. m...	4.82	.....do	.0105	1.047	Average per cubic foot during ebb, 1.015 cubic inches, or $\frac{1}{1702}$.
11 a. m...	3.92	.....do	.0104	1.057	
12 m.....	3.12	.....do	.0093	.915	
1 p. m....	2.32	.....do	.0112	1.131	
2 p. m....	1.53	.....do	.0095	.943	
3 p. m....	.90	.....do	.0117	1.189	
4 p. m....	.43	Ebb (low water at 4.15 p. m.).	.0105	1.062	Average per cubic foot water during flood, 1.010 cubic inches, or $\frac{1}{1710}$.
5 p. m....	1.48	Flood.....	.0098	.970	
6 p. m....	2.90	.....do	.0090	.883	
7 p. m....	4.25	.....do	.0115	1.134	

The accompanying tables give a summary of the results, which are also graphically shown on the diagrams (figs. 2, 3, 4, and 5), in cubic inches of sediment per cubic foot of water. The samples obtained at 8 a. m. and 1 p. m. at the mouth were unfortunately lost, as an attempt was made after filtering the water to weigh the amount of sediment in each, but balances could not be secured delicate enough for such small quantities. If the average for each stage of tide is taken, these experiments show an equal quantity of sediment suspended in the water during both ebb and flood at Newport. At the mouth of the river the total quantity during the ebb exceeds that of the flood—a favorable feature, indicating that a certain portion of the sediment held in suspension by the waters of the river is carried out into the Delaware River. This is the more gratifying since an impression has prevailed that more sediment is brought in by the flood than goes out during the ebb. The results of these investi-

gations contradict this impression; for during the ebb 1,407 cubic feet of water going out carry 1 cubic foot of sediment, and on the flood the proportion of water to sediment is greater, 1,707 cubic feet on an average.

At Third Street Bridge there is a remarkable and sudden increase of sediment on the second hour after low water, continuing for over an hour, which increase is also felt, but in a less degree, at the pulp works and at the mouth. This agitation is evidently due to a considerable increase in the head of tide then entering the lower, deeper river and seeking to overcome the steeper slope of the bottom above Wilmington. Where there are such variable heads of water as in this river at both stages of the tide, changing every moment, it is difficult to make comparisons between simultaneous observations at points located so far apart, and from them to deduce any reliable data as to the movement of sediment from one point to another and its possible quantity. Calculating with averages, however, a better representation of actual conditions is obtained. It has been stated that during a normal tide, like the one under consideration, the amount of matter suspended in the water and carried along by the currents about 2 feet above the bottom is, though varying slightly each hour, about the same during the flood and ebb—on the former 1 cubic foot to 1,710, and on the latter 1 cubic foot to 1,702 of water. At the pulp works this portion is for flood $\frac{1}{1614}$, for ebb $\frac{1}{1384}$; at Third Street Bridge, for flood $\frac{1}{1048}$, for ebb $\frac{1}{1496}$, and at the mouth of the river, for flood $\frac{1}{1707}$, and for ebb $\frac{1}{1407}$, indicating the clearest water in the river to be found throughout the tide at Newport, and coming into the river from the Delaware River during flood tide, and the most turbid occurring at Third Street Bridge during the flood and at the pulp works during the ebb.

Taking the average of these proportions and applying it to the whole river from Newport to the mouth, we get $\frac{1}{1493}$ for flood and $\frac{1}{1497}$ for ebb as the relation between the amount of suspended matter and water in the river on a normal tide. Extensive observations made on the river Weser, at Bremen, give for normal water level $\frac{1}{1969}$ and a decrease in this proportion to $\frac{1}{5120}$ upon a rise of the river of about 12 feet. Similar results have been obtained at other rivers, proving a decrease in the amount of suspended matter carried by the water when reaching a height much above the common level. It is not probable that the results arrived at would be very much changed if similar observations were made during a freshet, or if the samples of water were taken in addition at middepth and at the surface. Though the color of the water is more yellowish-brown during freshets than during common stages, and the water itself apparently quite turbid, the increase in solid suspended matter can not be very large, if any. It is also clear that the heavier matter must be floating nearer the bottom. Our results are, therefore, nearer the maximum than the average quantities held in suspension by the stream.

The sample of water taken in Brandywine Creek the same day contained no trace of matter visible to the eye. The matter obtained in the Christiana River consisted of fine, flocculent, organic particles, from very dark to yellowish-brown in color, settling slowly when left undisturbed. The residue of water was clear except at Third Street Bridge where it had more or less a bluish hue, and several samples a decided smell of sulphureted hydrogen, and also at Newport, where it generally had a slight yellowish tinge, while two samples gave off a faint ordor as above. Tests with litmus paper gave indications of acid reaction in nearly every case. It can not be questioned that the water of the river is very much polluted by the sewage of the city. There are about 12 open sewer outlets into Brandywine Creek and about 14 into Christiana River. Of the latter, 7 have so-called catchbasins which are cleaned out about once a year in case of those built sump-shaped; others are provided with buckets of about 12 cubic feet capacity, which are emptied about once a month. As no record exists and no measurements can be obtained of the size and of the actual amount of deposit removed from some of these basins without considerable expense and labor, the amount of sediment carried into the river through the city sewerage can not be even approximately determined. The system of intercepting sewers, eventually leading out into the Delaware River, which has been planned by the city will, in the future, remove this evil.

An approximate, and probably the most correct, comparison as to the average annual shoaling can be made by comparing the low-water prism—that is, the volume of water in the river at mean low tide—of different years. In 1881, when the present project for improvement was being prepared and the dredging of a 15-foot channel was under consideration, the low-water prism from the mouth of the river to the Delaware and Western Railroad Bridge contained 53,373,133 cubic feet. Its present capacity, by the charts of this survey, is 58,224,995 cubic feet, an increase of 4,851,862. But within that time there were removed by dredging from this section of the river 27,672,651 cubic feet of material. The difference between this amount and the increase in the low-water prism, or 22,820,789 cubic feet, represents, therefore, the total shoaling over the whole river bed between the points named. Distributing this total equally over the thirteen years since the first survey was made (dredging

having been begun in 1882), the average annual shoaling is 1,755,445 cubic feet, or 65,016 cubic yards.

Dividing the river from the mouth to the pulp works into four sections, to conform more with the points that were specifically dredged at various times since 1882, the largest amount of material was removed between the Shellpot Cut-off Bridge and Market Street Bridge, 550,150 cubic yards, or 62 cubic yards per running foot of channel. The next in order is the section from the Delaware River to Lobdell's canal, viz, 235,364 cubic yards, or 56 cubic yards per running foot of channel; then follow the sections between Lobdell's canal and the Shellpot Railroad Bridge and between Market Street Bridge and the pulp works, with a total of 100,146 and 139,253 cubic yards, or at the rate of 36 and 33 cubic yards per running foot of channel, respectively.

The average annual shoaling may also be roughly determined by adding to the number of cubic yards removed since 1882 the number of cubic yards required to be removed to restore the 15-foot channel dredged at various times up to the time when operations ceased in December, 1893. According to the recent survey this channel has filled again to the amount of 188,000 cubic yards. Adding this to the total removed since 1882, as given above, the average shoaling per annum is 93,000 cubic yards.

As a whole, the Christiana River is not any more sediment bearing than any of the other tributaries of the Delaware River, nor any more so than tidal rivers generally are. The channel and especially the slopes near the shores gradually silts up through the deposit at slack water of fine organic matter held in suspension by the water which the currents are too feeble to remove. The street washings and the sewers are at present the only sources from whence solid matter is deposited into the river; this, as stated above, will soon be remedied. All other deposits are derived from natural sources, whether they come from the Delaware or from the watershed of the river, and to prevent them nothing is required but to increase the scouring power of the river to carry them out.

CONCLUSIONS.

To make a 21-foot channel of the same extent as the present project, that is, from the Delaware River to the pulp works, requires the removal of 1,400,000 cubic yards of mud and clay and the blasting and removal of 6,434 cubic yards of rock near Third Street Bridge; the width of the channel at the base and sloped 1 to 2 to be 500 feet at the mouth of the river, 250 feet up to the mouth of the Brandywine, then 200 feet to above the pulp works, the present wharves and bulkheads not allowing a greater width within the upper section of the harbor. From the physical data evolved by the survey, it is clear that this depth can not be maintained, when once made, without dredging. The prevailing velocities during ebb tide, in addition to the comparatively small fresh-water inflow, are not strong enough to prevent the filling in of the 15-foot channel which has been in course of execution since 1881. If left to itself the regimen of the river would undoubtedly return to the state in which it was in 1835, before improvements were begun, when the minimum depth in the channel at and below Wilmington did not exceed 10 feet at low water. That depth in the lower river is about the measure of the present scouring power of the Christiana River and its tributaries combined.

This power can be much increased by a rectification of the shore lines and of some of the badly built bridges, and by increasing the depth and width of the channel in the upper river to the head of the tide, particularly by the removal of the extensive mud flats in the river which are now forming along the fore shore between the dikes and the channel, and which are slowly encroaching upon the tidal prism. The increased tidal forces thus obtained above could be enforced at small expense in their work on the bar at the mouth if necessary by transforming the lower Brandywine Creek up to the head of tidal influence into a flushing reservoir, discharging the 20,000,000 cubic feet of water impounded during an ordinary tide about the time the ebb current in the Christiana begins to slacken. It is obvious that the 21-foot channel, if made, can not stop abruptly at the pulp works, nor at any other point, without leaving a considerable bank at the terminus across the river. This bank at the pulp works would have an average height of 14 feet. The dredging would have to be carried much farther up the river to prevent, for the time being, the dredged channel below from being immediately obliterated.

At the present rate of shoaling in the channel heretofore dredged it will be much more difficult to maintain a 21-foot channel than it is now to keep the depth at 15 feet. Instead of periodical dredging, probably continuous dredging will have to be resorted to, with large machines able to overcome the strong influx of sediment in the lower deep basin from above, from the city sewerage, from the hills, and from the Delaware River. As stated before, a judicious system of improving the whole river and the construction of auxiliary works to increase the scour upon the bottom

would contribute materially toward the maintenance of a deeper channel, but such studies are outside the limit of this report, nor is it for me to state what effect the making of a deeper channel in this narrow river would have upon the adjacent dikes and wharves and upon the piers and abutments of the bridges that cross it, none of which were constructed in an anticipation of such a depth.

Estimate for 21-foot low-water channel in Christiana River from that depth in the Delaware River to the Shellpot Cut-off Bridge above the pulp works.

1. From the Delaware River to the Shellpot Cut-off Bridge above the pulp works, 1,400,000 cubic yards dredging, at 13 cents, in place	$182,000
2. From the latter point to Newport, 29,000 cubic yards dredging, at 13 cents, in place	3,770
3. 6,434 cubic yards rock removal at Third Street Bridge, at $14	90,076
Total	275,846
Add 10 per cent for contingencies	27,584
Total	303,430

Mr. George W. T. Miller faithfully executed the triangulation and topography of the river and tributaries above the pulp works and the hydrographic work in White and Red Clay creeks and in the Christiana River from the head of the tide to the junction of White Clay Creek. In the office he compiled and plotted the charts of the whole survey except the detailed charts of the rock ledges at Third Street Bridge. Mr. Charles M. Bird executed the hydrography of the river from the junction of White Clay Creek to the mouth and the special surveys of the rocks referred to, in which work he was assisted by Messrs. George H. Phillips and Shirley Carter, and connected the tide and fresh-water gauges by a line of levels, partly checking them. He also prepared, assisted by Mr. Phillips, detailed sheets of the rocks above and below Third Street Bridge, respectively. All these gentlemen deserve credit for their work, which was principally carried on during unfavorable weather and during the winter season.

Very respectfully, your obedient servant,

A. STIERLE, *Assistant Engineer.*

Gen. WILLIAM F. SMITH,
Wilmington, Del.

REPORT OF BOARD OF ENGINEERS.

UNITED STATES ENGINEER OFFICE,
Wilmington, Del., September 12, 1895.

GENERAL: The Board of Officers of the Corps of Engineers, United States Army, convened by Special Orders, No. 35, Headquarters Corps of Engineers, United States Army, Washington, D. C., August 27, 1895, "to consider and report upon the subject of the proposed flushing tidal basin at the mouth of the Christiana River, Delaware," has the honor to submit the following report:

The order constituting the board is as follows:

SPECIAL ORDERS, No. 35.

HEADQUARTERS CORPS OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., August 27, 1895.

By authority of the Secretary of War, a Board of Officers of the Corps of Engineers, to consist of Col. Peter C. Hains, Maj. Charles W. Raymond, and Maj. Charles E. L. B. Davis will assemble at Wilmington, Del., on the call of the senior member, to consider and report upon the subject of the proposed flushing tidal basin at the mouth of Christiana River, Delaware.

Upon the completion of the duty assigned them, the members of the Board will return to their proper stations.

The journeys required under this order are necessary for the public service.

By command of Brigadier-General Craighill:

A. MACKENZIE,
Lieut. Col., Corps of Engineers.

The Board met at the United States Engineer Office, Wilmington, Del., September 11, 1895, on the call of the senior member. At the invitation of Colonel Hains, a number of prominent citizens interested in the navigation of the Christiana River were present, and remarks were made by Col. H. A. Du Pont, Gen. J. H. Wilson, ex-Senator Anthony Higgins, Capt. N. R. Benson, A. G. McCausland, George W. Bush, and E. T. Warren. A series of resolutions adopted at a meeting of the wharf and property holders on the line of the Christiana River on September 10, 1895, was read by Mr. Bush, and a copy of these resolutions presented to the Board, appended and marked "A."

After listening to further remarks, the Board, at the invitation of the citizens present, inspected the Christiana River by means of a tugboat, returning to the city of Wilmington on the completion of the inspection and remaining in session until 6.15 p. m., when it adjourned to meet at the same place the following day.

The Board met on September 12, 1895, and carefully read over and discussed the papers before it, examining the charts and plans, the local officer in charge and his assistants being called upon from time to time for information. After a careful consideration of the subject the Board reached the following conclusion:

CONCLUSION.

In view of the great cost of the proposed flushing tidal basin at the mouth of the Christiana River, the uncertainty of the results to be anticipated from its employment and the evident difficulties of construction, the Board is of opinion that the desired depth at the mouth of the river can be more certainly and economically obtained and maintained, either by dredging alone, or by dredging combined with a jetty on the south side of the mouth of the river substantially as recommended in the report of a Commission of Engineers dated June 18, 1891. The Board is, therefore, of the opinion that the construction of the proposed flushing tidal basin at the mouth of the Christiana River is not expedient.

There being no further business before it the Board adjourned sine die.

Respectfully submitted.

PETER C. HAINS,
Colonel, Corps of Engineers.
C. W. RAYMOND,
Major, Corps of Engineers.
CHAS. E. L. B. DAVIS,
Major, Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

EXHIBIT A.

At a meeting of the whart and property holders on the line of the Christiana River, in the city of Wilmington, Del., held on the steam tug *Taurus* September 10, 1895, at 2.30 p. m., there being present representatives of the Christiana River Improvement Company, Pusey & Jones Company, Harlan & Hollingsworth Company, Jackson & Sharp Company, Wilmington and Northern Railroad, Board of Port Wardens, Board of Trade, J. Morton Poole Company, George W. Bush & Sons Company, Charles Warner Company, and Lobdell Car Wheel Company, Mr. George W. Bush was called to the chair and Mr. E. T. Warner appointed secretary. It was—

Resolved, That any extension of the jetty on the north side of the mouth of the Christiana River is to be seriously deprecated, and believing, as we do, that the present jetty has done incalculable injury to the harbor, we earnestly protest against its extension, and urge the construction of a jetty on the south side of the mouth of the Christiana to intercept the débris and silt in suspension that is now being caught by the north side jetty during flood tide, forced into the harbor and deposited in front of wharves in summer, while it contributes to the formation of ice blockades in winter.

Resolved, That in our judgment the erection of a tidal basin at the mouth of the Christiana would be productive of no permanent benefit, as it would rapidly fill with mud, and would in no manner increase the quantity of water or speed of movement in front of the city.

Resolved, That the increasing of the sectional area of the stream above low-water mark from Newport to the jetty by dredging, thereby causing a large influx of water with each flood tide, and resultant scouring and deepening of the channel by the ebb, is heartily and unanimously recommended.

Resolved, That the chair appoint a committee of three to present these resolutions to the United States officials. (The chair appointed E. T. Warner, N. R. Benson, and Job H. Jackson as that committee.)

Resolved, That the chairman, Mr. George W. Bush, be added to the committee.

On motion, adjourned.

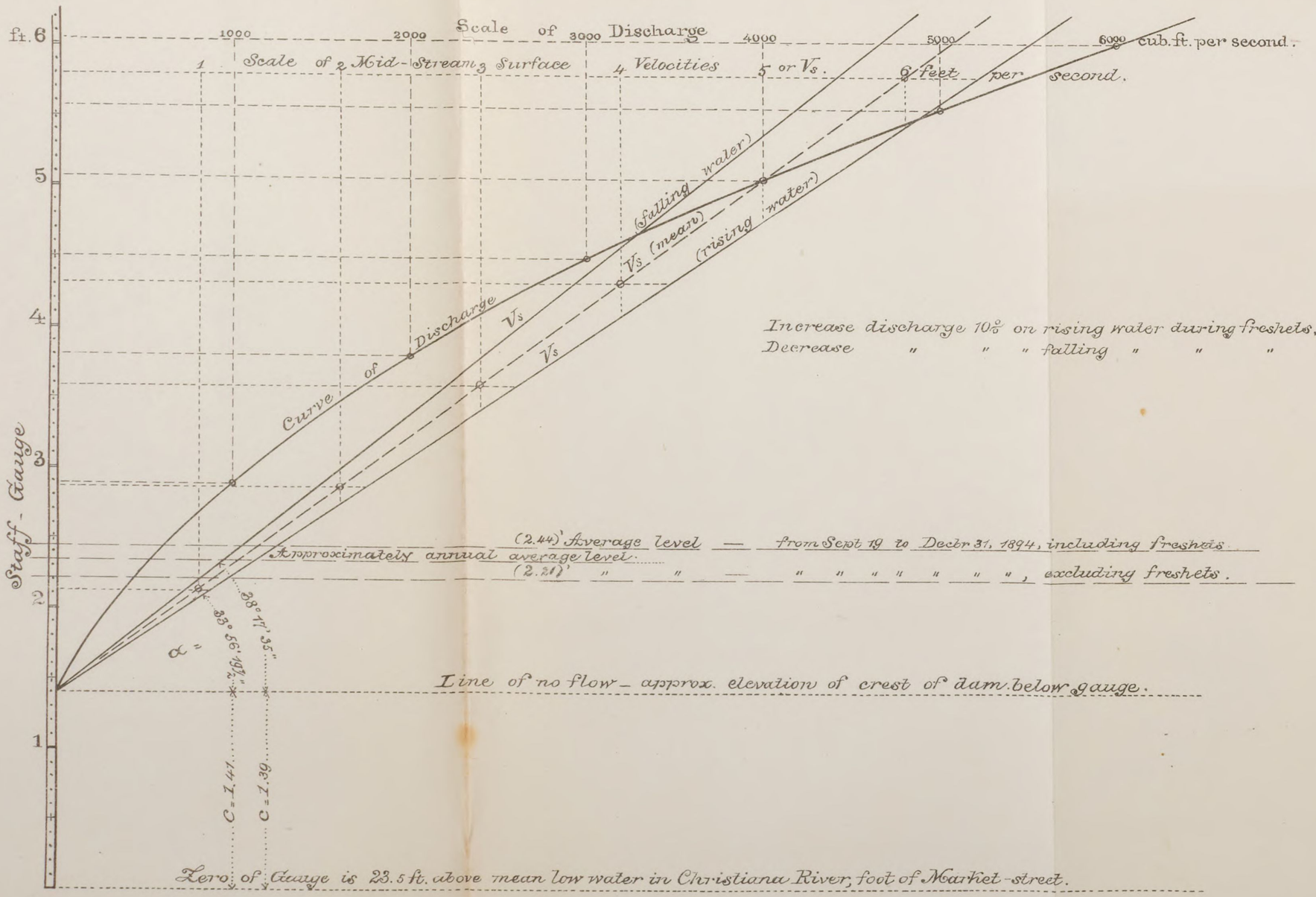
E. T. WARNER, *Secretary*.

Fig. 1

FRESH WATER INFLOW

ABOVE UPPER DAM

BRANDYWINE CREEK



U.S. Engineer Office, Wilmington, Del.

SURVEY OF

CHRISTIANA RIVER, DEL.

1894-95

To accompany report of Gen'l Wm F. Smith, U.S. Agent.

Fig. 2.

At Mouth

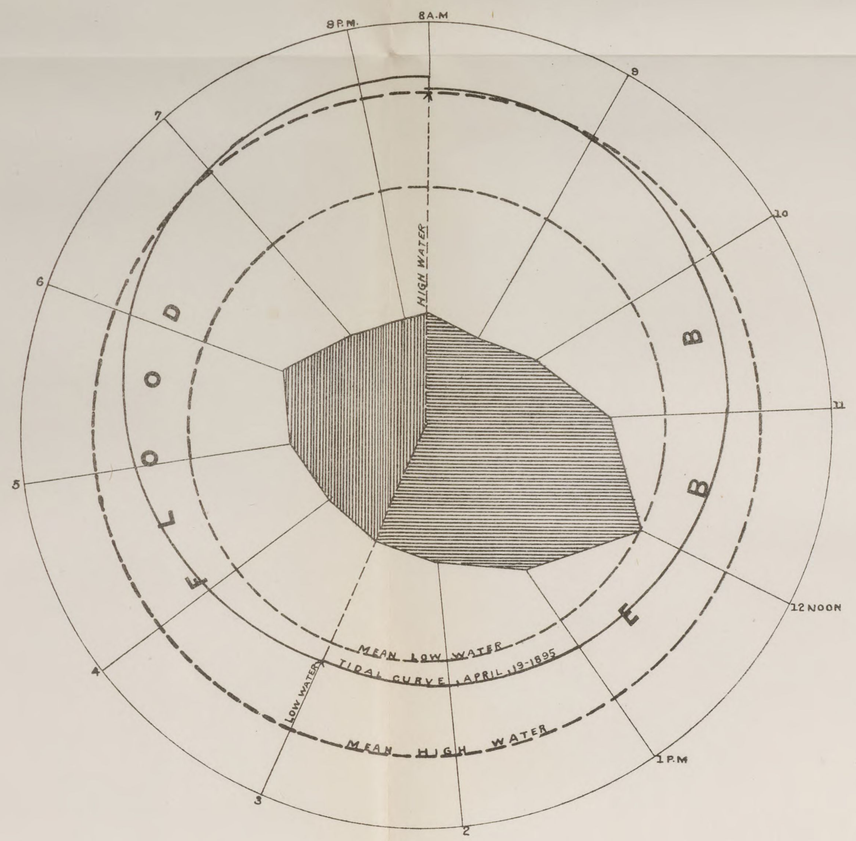


Fig. 3.

Third Street Bridge

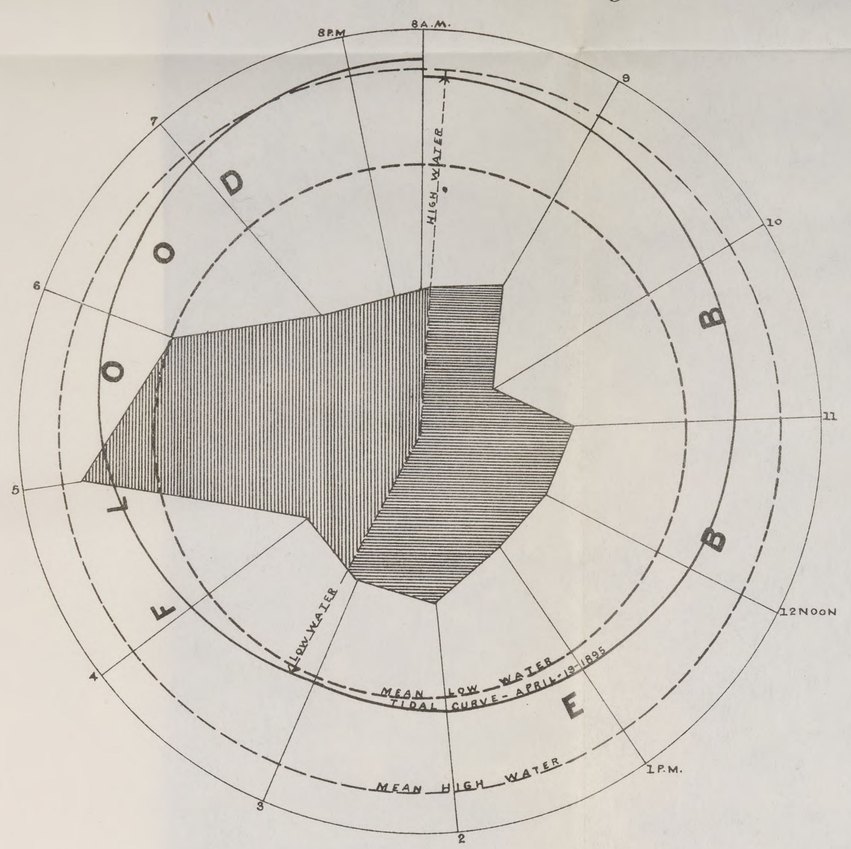


Fig. 4.

Pulp-works

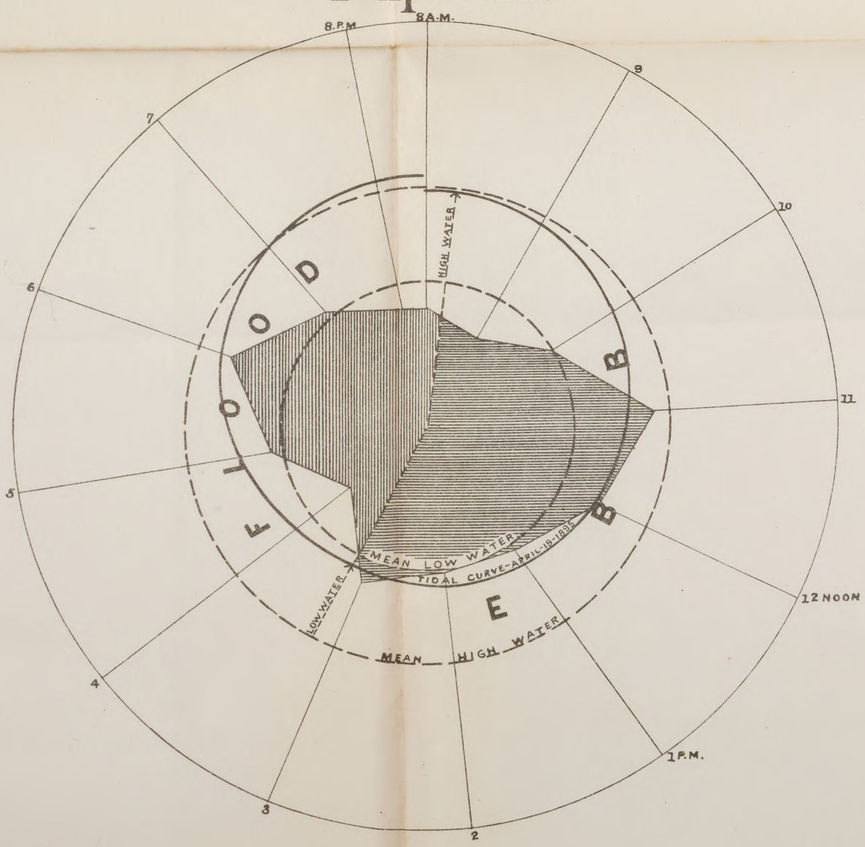
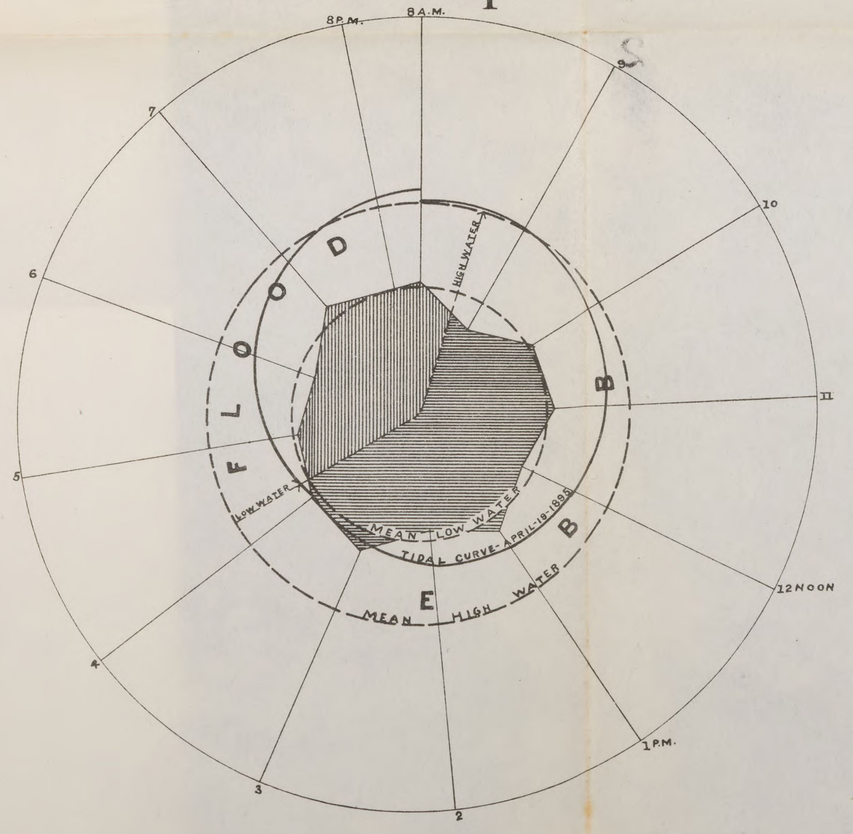


Fig. 5.

Newport



SEDIMENT DIAGRAMS

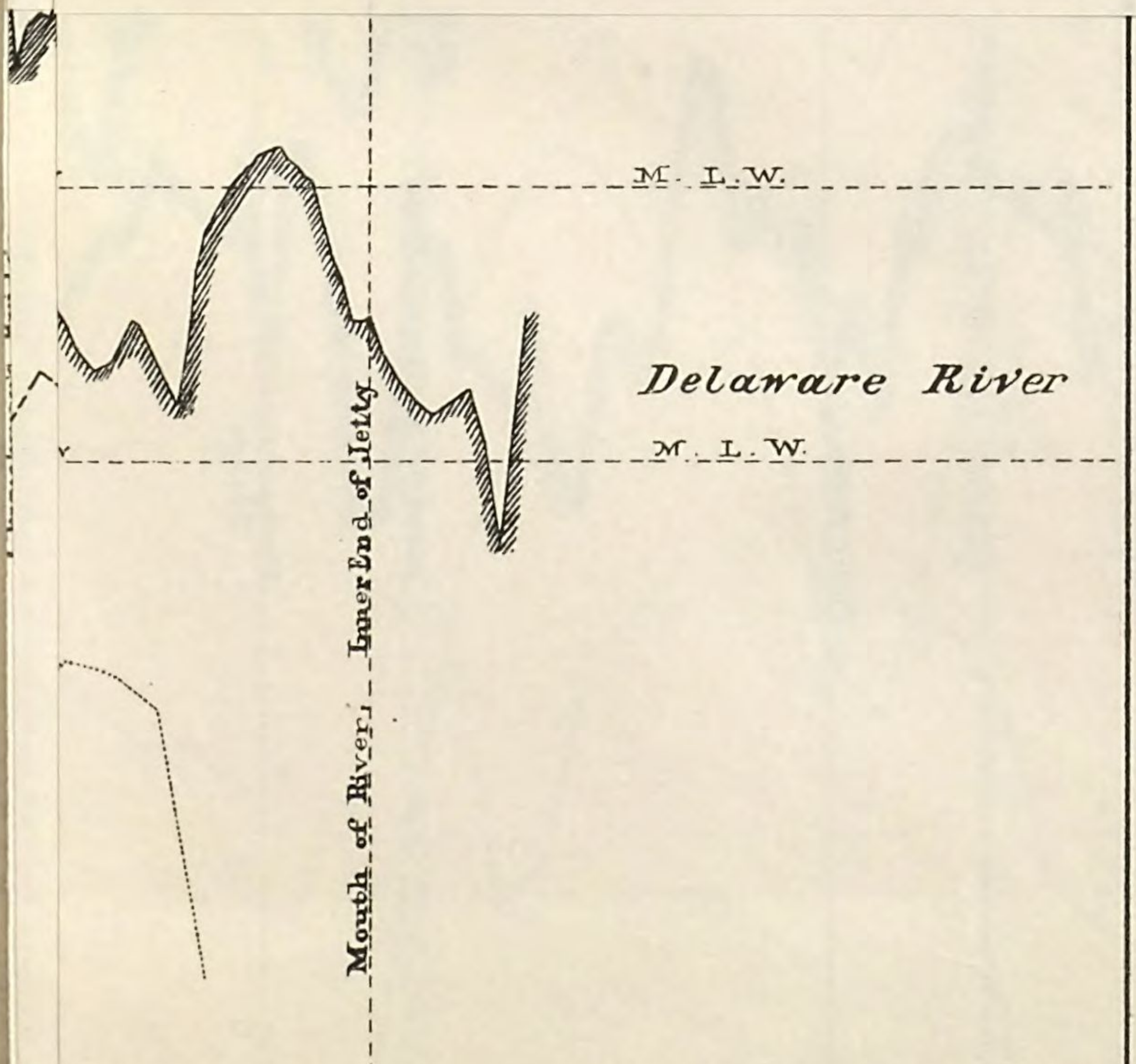
April 19, 1895

Tidal Curve Scale: 1 inch to 8 feet

Sediment Scale: 1 inch to 1 cubic inch of sediment per cu ft of water

H Doc. 66 54 1

C
H
CHEMICAL


M. L. W.
Delaware River
M. L. W.
Mouth of River
Inner End of Jetty
DC 7/95

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 67.

SURVEY OF WESTPORT HARBOR, CONNECTICUT.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A letter from the Chief of Engineers and a report of the survey of Westport Harbor, Connecticut.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 29, 1895, together with a copy of report with map, from Col. Henry M. Robert, Corps of Engineers, dated October 12, 1895, of a survey made by him in compliance with the requirements of section 12 of the river and harbor act of August 17, 1894, of Westport Harbor, Connecticut.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: I have the honor to submit the accompanying copy of report of October 12, 1895, with map, by Col. Henry M. Robert, Corps of Engineers, of the results of a survey of Westport Harbor, Connecticut, made to comply with requirements of section 12 of the river and harbor act of August 17, 1894.

For reasons set forth in his report, Colonel Robert recommends that if further improvement of Westport Harbor is undertaken by the United States it consist in repairing the breakwater at Cedar Point; in removing the ledge opposite Stony Point, or in dredging around it, and in removing bowlders from the channel, at a total estimated cost of $8,000.

In his judgment the reopening of the canal and deepening of the channel are not necessary or expedient at the present time.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF WESTPORT HARBOR, CONNECTICUT.

ENGINEER OFFICE, UNITED STATES ARMY,
New York City, October 12, 1895.

GENERAL: I have the honor to submit the following report upon the survey of Westport Harbor, Connecticut, made in pursuance of the river and harbor act of August 17, 1894. The survey was made in the fall of 1894, under the supervision of First Lieut. W. E. Craighill, Corps of Engineers, whose report I transmit herewith, together with the map of the survey.

Lieutenant Craighill recommends improving Westport Harbor to the extent of:

1. Repairing and slightly extending the breakwater at Cedar Point;
2. Removing the ledge opposite Stony Point;
3. Removing separate rocks from the natural channel; all of which he estimated to cost about $6,000; and further,
4. Deepening to 6 feet at mean low water, with 100 feet width, the natural channel up to Westport, at an estimated cost of $36,000: the latter, however, not to be undertaken unless appropriations are made in excess of what may be required for the previously mentioned work.

Lieutenant Craighill estimates the cost of reopening and enlarging "the canal," to make it 6 feet deep at mean low water, and 100 feet wide, at $23,000 for actual excavation, with a large sum for building a jetty to protect the exposed entrance to the canal, the dimensions necessary for such a jetty to be determined by observation as the work progresses, the maximum cost being perhaps as great as $50,000. And he does not recommend undertaking this work upon the canal on account of its expense as compared with its usefulness.

The commercial statistics for the calendar year of 1894 show that, for that year, Westport Harbor had a total commerce by water of 59,700 tons, of which over 70 per cent was carried by steamboats, and nearly 30 per cent by sailing boats, the draft of these vessels ranging from 6 to 8 feet.

The improvements desired by the people of Westport at present seem to be certain repairs to the old breakwater at Cedar Point, at the mouth of the harbor, the removal of a ledge opposite Stony Point, or the widening of the channel to make a safe and easy passage there, the removal of certain bowlders in and near the channel way, and the reopening of the old canal through Great Marsh, near the harbor's mouth. The deepening of the channel up to the vicinity of the Westport docks would naturally seem to be an improvement much to be desired, but the citizens of Westport do not now seem to feel its necessity, and the local sentiment apparently attaches more importance to the reopening of the canal than to any other work.

The repairs of the breakwater at Cedar Point which are needed are comparatively small. The breakwater was built in 1827–1837 to prevent sand from the point washing over into the entrance channel; it was

extended shoreward in 1870. In the report upon the preliminary examination of Westport Harbor, dated November 1, 1892, and printed in the Annual Report of the Chief of Engineers for 1893, page 990, it is stated that—

> It is represented that the entrance to the harbor is shoaling by sand washing over the point, but the extent of this and the remedy, if any, can only be determined by a survey.

The survey shows no such shoaling as represented, but the breakwater has been somewhat undermined and several stones dislodged. To maintain this work it is necessary to repair it and to extend it about 25 feet farther up the shore at an estimated cost of about $1,000.

The removal of the ledge opposite Stony Point and of the bowlders in and near the channel is important for the safe navigation of the harbor. They are together estimated to cost about $5,000. This would seem to be sufficient, though the cost of removing ledge rock under water, if done by contract, can not be estimated accurately. To dredge a sufficient channel west of the ledge would add about $2,000 to the estimated cost. It would give greater ease of passage around a bend in the channel at that point, but would probably require redredging from time to time to maintain the depth. I think, however, that the estimate for this work, including the repairs to the breakwater, should be placed at $8,000, so as to be sufficient to do the dredging west of the ledge, if it prove expedient.

The canal was built in 1836–1840. It is an artificial channel, about 1,350 feet long, through Great Marsh, near the harbor entrance, and was made 4 feet deep at mean low water and 44 feet wide on the bottom. The sides of the canal, particularly at the outer end, were insufficiently protected, and it began to fill, so that after ten years it was but little used. At present the available depth through the canal is practically nothing at low tide.

The object of the canal was to shorten the distance between Westport and New York City by cutting off the crooked course through the lower channel and around Cockenoes Island. The distance saved has been variously represented at 5, 10, and 15 miles, the latter presumably referring to a round trip. A careful measurement on the United States Coast Survey chart shows the following shortest courses, by three different routes, from a common point in the natural channel at the head of the canal to a line west of Greens Ledge, all points on which line are practically equidistant from New York City:

	Miles.
1. By going through the canal and inside the Norwalk Islands, distance.....	6¼
2. By going through the natural channel and rounding Cockenoes Reef, distance.	9¼
3. By going through the natural channel and rounding Georges Rock, distance.	10¼

All these courses have sufficient width and a low-water depth of 7 feet or more, except in the canal and its approaches, and the difference in distance between the course through the canal and the shortest natural channel is 3 miles per single trip. This distance is quite immaterial to vessels when once loaded and under way, and would not affect at all the cost of freighting by water to Westport. This cost depends upon the amount of commerce at a given port, the amount of competition, the available depth of channel to the docks, and freedom from dangerous obstructions; and slight differences in distance do not enter into the figures at all.

The following table shows the present freight rates upon coal from Perth Amboy to (alongside) the wharves at several points on Long Island Sound, together with the authority for quoted rates, the ap-

proximate distances from the Battery, New York City, the available depths at low water to and at the principal wharves, and the latest reported amount of annual commerce by water:

Port.	Authority (all of New York City).	Rate per ton for coal, in cargoes.	Distance in miles from Battery.	Available low-water depth to principal wharves.	Amount of annual commerce last reported, in tons.	
					Year.	Amount.
		Cents.				
New Rochelle.....	Frank P. Smith, 74 Beaver street.	* 32	24	2 feet.....	1890	90,000
Stamford	McWilliams Bros., 1 Broadway.	40	38	5 to 8 feet.....	1893	233,339
Wilson Point.....	.....do	32	42	12 feet.....	1894	102,027
Norwalk.....	Eastern Transportation Co., 1 Broadway.	32	47	5 to 7 feet.....	1891	368,500
Westport.....	Frank P. Smith.....	* 55	54	.....	1894	59,700
Bridgeport	Eastern Transportation Co...	32	58	9 to 12 feet....	1894	968,659
New Haven.....	.....do	32	75	13 feet.....	1894	3,184,100
New London.....	Thames River Towing Co., 1 Broadway.	50	115	12 feet.....	.....	(†)
Norwich.....	.....do	55	125	.....do	1893	546,900

* About. † Not ascertained.

The rates to Wilson Point, Norwalk, Bridgeport, and New Haven are always quoted to include discharge at the wharves, and are 50 cents per ton for each port. The Eastern Transportation Company states that the cost of discharge is about 18 cents per ton, and that 32 cents would be the corresponding rate for delivery alongside the wharves.

Mr. Frank P. Smith says that the rates to Westport vary from 50 to 60 cents, according to the amount of the contract and the season of the year; that in carrying freights to Westport he makes no charge for the 4 miles around Georges Rock, and probably would seldom use the canal if it were opened; that the high freight rate to Westport is due to scant draft of water, particularly alongside the wharves, and to rocks in and near the channel; that if he could be guaranteed 10 feet at high water, he could take boats up to 500 tons and could materially lower the rates.

The above-quoted rates are, I am informed, fixed by agreement among the transportation companies, and there is no variation from them. A glance at the table is sufficient to show that differences in distance are not the only or even the chief cause of difference in rates, and it is apparent that the distance which could be saved by opening the canal would have no effect upon freight rates or upon the prices of articles at Westport. In fact, vessels now going to Westport are said to take the course outside Georges Rock, which is a mile longer than the course inside, for no other apparent reason than that the captains prefer sailing in the open sound.

In 1886 a petition of citizens of Westport was forwarded to the Secretary of War, in which it was stated that they believed—

> It would be more advantageous to the commerce of Westport to open the channel through the Great Marsh to a depth of 4 feet at low water and a width of 100 feet, which would probably cost from $10,000 to $15,000, than to expend $36,000 on the upper navigation of the harbor.

The cost of excavating the canal to 4 feet depth with 100 feet width would be about $14,000, not including any protection at the entrances. It was excavated to this depth and about half this width before 1840, at a cost of $11,516, but without sufficient protection at the ends, and after ten years it shoaled so as to be practically useless. The amount of jetty work sufficient to protect the ends of such a canal would have

to be determined by observation and experience during construction, the same as in case of a cut of 6 feet depth. It would certainly amount to $6,000, and possibly to four times that amount. A minimum estimate of the cost of a channel 4 feet deep and 100 feet wide through the canal, with entrance jetty, would be $20,000, and it is by no means improbable that the channel would have to be redredged frequently to maintain it.

For the reasons above given, and especially considering that the time and distance saved would be too small to have any effect upon freight charges, the reopening of the canal even to the depth of 4 feet at mean low water would not, in my opinion, be an improvement worth its minimum cost of $20,000, and therefore I can not recommend that it be undertaken by the United States.

As regards deepening the channel up to Westport to make it 6 feet deep at mean low water and 100 feet wide there seems to be no present demand for this improvement. Under the existing project a channel 4 feet deep and 60 feet wide is provided for and will be completed with funds already appropriated. Whether the increased depth will be utilized at the upper wharves by private dredging along the wharf fronts, after the channel is completed to its projected limit, remains to be seen. No disposition has yet been shown to take advantage of the increased depth of the channel so far as it extends, and in every case along the natural channel and its dredged extension, except the foundry wharf, which was built out to the edge of the channel, the depth at the wharves is from 2 to 6 feet less than the available channel depth. The available channel depth is now 11 feet at high water up to within a short distance of the Westport Bridge, but the commercial statistics show that the maximum draft of vessels using the harbor in 1894 was 8 feet. Until there is evidence of an intention to utilize the present depth of the channel I should not consider it expedient to undertake increasing the depth.

Therefore, if further improvement of Westport Harbor is undertaken by the United States, I recommend that it should consist in repairing the breakwater at Cedar Point, in removing the ledge opposite Stony Point or in dredging around it, and in removing bowlders from the channel at a total estimated cost of $8,000. And in my judgment the reopening of the canal and deepening of the channel are not necessary or expedient at the present time.

Very respectfully, your obedient servant,

HENRY M. ROBERT,
Colonel, Corps of Engineers.

Brig. Gen. W. P. CRAIGHILL,
Chief of Engineers, U. S. A.

REPORT OF LIEUT. W. E. CRAIGHILL, CORPS OF ENGINEERS.

ENGINEER OFFICE, UNITED STATES ARMY,
New York City, August 27, 1895.

COLONEL: I have the honor to submit the following report upon the survey of Westport Harbor, Connecticut, provided for by the river and harbor act of August 17, 1894, and made under your instructions in the fall of the same year. The map of the survey is submitted herewith, platted to a scale of $\frac{1}{4800}$.

Westport Harbor, also called Saugatuck River, is on the north shore of Long Island Sound, about 25 miles west from New Haven Harbor, Connecticut. It is a tidal inlet extending about $4\frac{1}{2}$ miles, by a rather crooked course, from Long Island Sound to the village of Westport. For about 2 miles below Westport the stream is

from 200 to 1,200 feet wide; below this it expands into a broad inner bay with a narrow channel following the west, south, and east shores, and then turning to the southeast and passing to the Sound between Cedar Point on the north and Cockenoes Island on the south. On the south side of the inner bay lies Great Marsh, which is connected with Cockenoes Island by a broad sand flat, nearly bare at low water, and east of the island a reef of bowlders extends about 1½ miles eastward. The only entrance to the harbor at low tide is to the eastward of the reef.

A mile and a half below Westport lie the settlement and railroad station of Saugatuck, on the west bank of the river. Before 1830 the village of Westport was known as Saugatuck.

The navigable part of the river is crossed by three bridges, all having draws sufficient for the commerce of the stream. The uppermost is a wagon bridge at Westport; a mile and a quarter below is a wagon bridge near Saugatuck, and a quarter-mile farther down is the bridge of the New York, New Haven and Hartford Railroad.

The mean rise of tide is about 7 feet.

From Long Island Sound to the railroad bridge the natural available depth of water was about 5½ feet at mean low tide, the channel being circuitous and generally narrow; above the railroad bridge the channel was fairly straight, with a low-water depth diminishing to practically nothing at Westport. At the head of the inner bay, off Lawrence's dock and opposite Stony Point, was a ledge nearly in mid-channel, with about 4 feet of water on top, but greater depth on either side.

Just above the wagon bridge was quite a cluster of rocks, and between the railroad bridge and Westport were half a dozen isolated rocks, which, though avoidable, were a source of some danger to navigation.

From 1827 to 1894 Congress has appropriated $29,044 for improving this harbor under the several titles of Saugatuck Harbor, Cedar Point, Westport Harbor, and Saugatuck River. This money has been expended (except $3,000 appropriated in 1894 and not yet expended) in building a breakwater upon Cedar Point to prevent sand washing over and into the channel during storms, in repairing and extending the breakwater, in making a canal through Great Marsh, and in making a channel to Westport, to be 60 feet wide and 4 feet deep at mean low water, now nearly completed.

The breakwater at Cedar point, about 434 feet long, has suffered from undermining and probably somewhat from waves breaking over it. It needs repair for a considerable part of its length, and a slight extension shoreward. It has served its purpose of preventing shoaling in the harbor entrance, the present depth being apparently as great as existed there in 1826. The only work recommended at this point is such as is necessary to repair the work and to prevent the sea cutting through between it and the mainland.

The canal through Great Marsh, built in 1836–1840, was designed as a cut-off to save the passage around Cockenoes Island and shorten the distance between Westport and points westward by about 3 miles. The canal was made 1,350 feet long, 68 feet wide at high water, and 44 feet wide on the bottom, with a depth first of 2 feet and subsequently increased to 4 feet at mean low tide. Part of the east side of the canal was protected by a dry wall, and in line of the wall a small beacon was put up to mark the entrance to the canal from the Sound. The canal was built under the appropriations made in 1836, 1837, and 1838, and aggregating $11,516. Since 1850 it has been of little use on account of filling. It is said that this filing was, in part at least, put in by parties who owned the salt meadows east of the canal, and being cut off from access to their property filled up the inner end of the channel sufficiently to allow of passing with teams at low tide in order to get the salt hay from the meadows.

In 1892 a project was adopted for making a channel to the village of Westport, to be 60 feet wide and 4 feet deep at mean low water, at an estimated cost of $10,000. This sum has been appropriated, and with the unexpended balance the projected channel will probably be completed.

IMPROVEMENTS DESIRED.

In the report upon the preliminary examination of Westport Harbor (Annual Report of the Chief of Engineers for 1893, p. 990), it was mentioned that in addition to the project for a 4-foot channel to Westport, then recently adopted, "it is found that the breakwater or sea wall on Cedar Point needs some repairs, * * * which would come under the head of improving the natural channel, as the object of the wall is to prevent the wearing away of the point which protects the entrance to the harbor.

"It is represented that the entrance to the harbor is shoaling by sand washing over the point, but the extent of this and the remedy, if any, can only be determined by a survey. It may probably be advisable to extend the breakwater beyond the point. There is also a ledge in the middle of the river opposite Stony Point,

with a least depth of 3½ feet at mean low water. While there is sufficient depth on either side, the existence of the rock is a menace to navigation. The cost of removal will necessitate a detailed survey."

Besides these improvements, there are several citizens of Westport who desire the reopening of the canal through Great Marsh, in preference to any further improvement of the natural channel.

Following are estimates of the cost of the several improvements mentioned:

Repairing and extending the breakwater at Cedar Point, contingencies included, about		$1,000
The location is very exposed, and a great difference of opinion might fairly exist as to the amount of repair required. In my opinion, if the work were extended shoreward about 25 feet and the fallen stones were replaced and a narrow course of riprap thrown against the west side of the wall where the tendency to undermine appears, it is all that the importance of the work warrants at present.		
Removal of the rock off Lawrence's dock and opposite Stony Point. This rock, with a least depth of about 4 feet at mean low water, has an area of about 40 by 50 feet and a volume of about 200 cubic yards above the surrounding bottom:		
To remove it to a clear depth of 8 feet would cost, probably	2,500	
Contingencies, etc	500	
		3,000
To make a channel 100 feet wide and 6 feet deep at mean low water to Westport, would require the dredging of about 125,000 cubic yards of sand, at 25 cents per cubic yard	31,250	
Contingencies, about 15 per cent	4,750	
		36,000
Removing bowlders, estimated to cost about	$1,400	
Contingent expenses, say	600	
		2,000
Total for natural channel		38,000
To make the canal 100 feet wide at bottom and 6 feet deep at mean low water, would require dredging for 4,000 linear feet:		
About 80,000 cubic yards of mud and sand to be thrown upon the bank, at 15 cents per cubic yard	12,000	
And 40,000 cubic yards of sand to be towed away, at 20 cents per cubic yard	8,000	
		20,000
Contingencies, etc	3,000	
		23,000
The outer half of the dredging would be very exposed and might be liable to fill with every storm; to protect it with a riprap wall 4 feet above high water and 3 feet wide on top would require about 30,000 tons of riprap, at $1.50 per ton	45,000	
Contingencies	5,000	
		50,000

It might be found more economical to rely upon dredging to reopen this part of the cut whenever it filled.

There appears to be a considerable difference of opinion in Westport as to the relative importance of the canal. I find by reference to the letter files of your office that the Westport Board of Trade and the representative of the town in the Connecticut State legislature, in 1893, committed themselves in favor of first improving the natural channel of the river, while the present representative distinctly states that the Board of Trade and the people generally would prefer opening the canal. The question has been considered by the several engineer officers in charge of improving the harbor since 1872, and none of them have reported in favor of reopening the canal, though in 1886 Colonel McFarland, in forwarding a petition of Westport citizens, recommended it for favorable consideration. From a careful study of the natural conditions I can not see that the improvement of the canal is worth to the harbor

what it would cost, and I have failed as yet to obtain any evidence from those locally interested which would lead me to a different opinion. If the canal were open and navigable it would, of course, be a great convenience, saving a distance of, at maximum, about 3 miles between Westport and New York, most of which distance would be in the open Sound and exposed to storms. But a distance of 3 miles is not considered a serious handicap to navigation when a vessel is already loaded and under way. The cities of Bridgeport and New Haven are from 10 to 25 miles farther from New York than is Westport, but the lesser distance does not make Westport a serious competitor with them. It seems to me that what is needed at Westport Harbor more than anything else is a channel of sufficient depth and width, free from dangerous obstructions, without especial reference to its length. And this could be secured most economically by following the natural channel.

RECOMMENDATION.

I should recommend without question the repair of the Cedar Point Breakwater, the removal of the ledge opposite Stony Point, and of the several small rocks in and near the channel above.

I should also be prepared to recommend the improving of the natural channel to give a depth of 6 feet at low water in a 100-foot channel up to the village of Westport, did I find any need for it, for in my opinion it would be of more advantage to local commerce than any other improvement. At present, however, it appears to meet with no local favor as compared with the canal scheme. The present project for 4 feet depth, which will be probably completed with the funds on hand, is in my opinion sufficient for the needs of commerce.

I have not yet seen sufficient evidence to lead me to give an unqualified recommendation to the reopening of the canal. The dredging only is estimated to cost $23,000, and a safe protection would cost about $50,000. Experiment might show that the latter item could be considerably reduced, but I do not think the project should be undertaken until the United States is prepared to pay for it to the amount, if it prove necessary, of $73,000 total.

Therefore I recommend that the work undertaken be—

First. Repairing and extending the breakwater at Cedar Point.

Second. Removing ledge opposite Stony Point.

Third. Removing separate rocks from the natural channel.

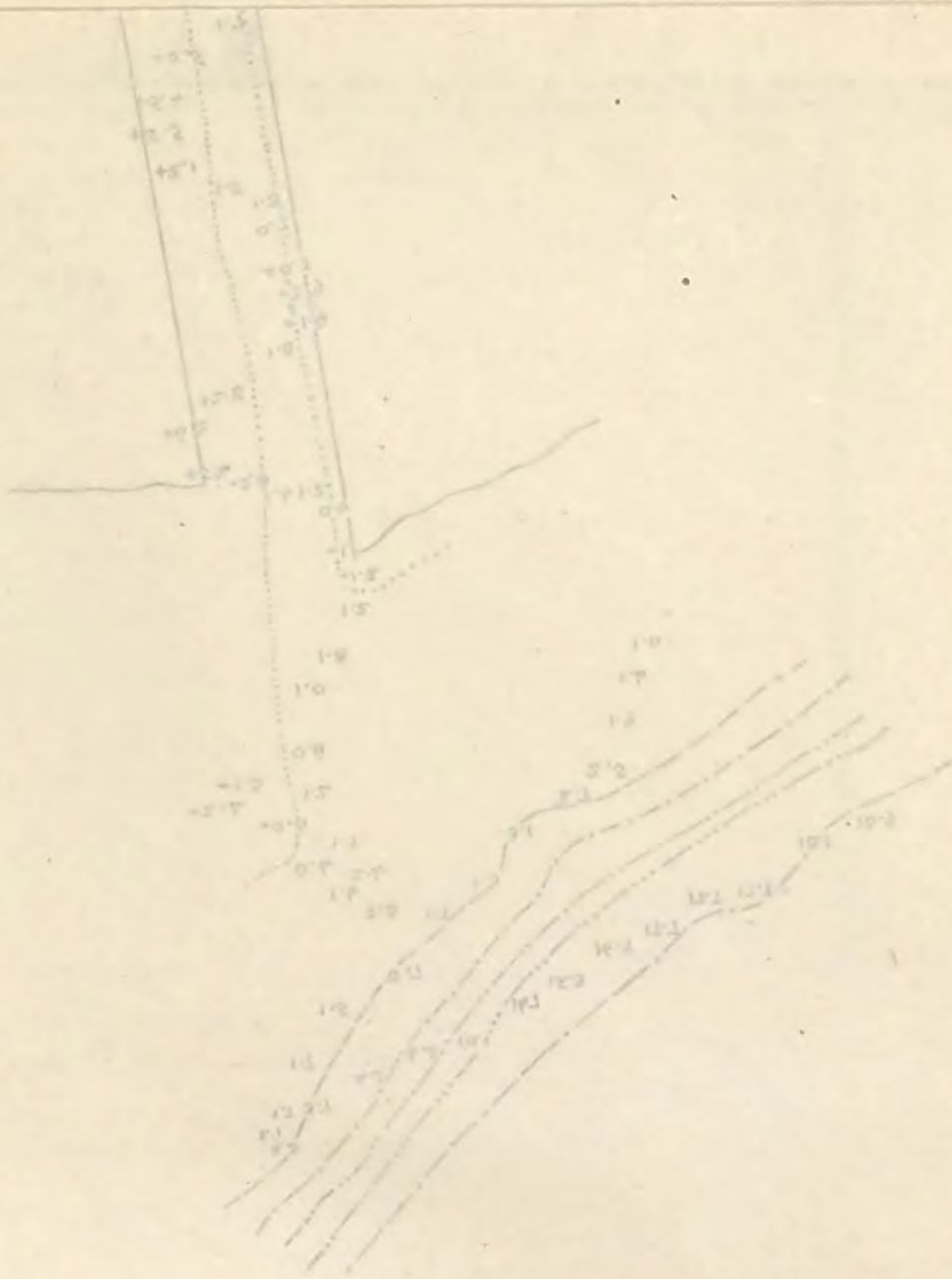
Fourth. If further appropriation be made, deepening to 6 feet by 100 feet the natural channel to Westport.

The probable ultimate expense of the work upon the canal, as compared with its value and with the amount of commerce to be benefited, prevents my recommending it as a measure of pressing necessity.

Very respectfully, your obedient servant,

W. E. CRAIGHILL,
First Lieutenant, Corps of Engineers.

Col. HENRY M. ROBERT,
Corps of Engineers, U. S. A.



54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 68.

PRELIMINARY EXAMINATION OF YAQUINA BAY, OREGON.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of examination of Yaquina Bay, Oregon.

DECEMBER 12, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 9, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 27, 1895, together with a copy of the report of a preliminary examination of Yaquina Bay, Oregon, made by the Board of Engineer Officers appointed by the President under the provisions of the sundry civil act approved March 2, 1895.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: The sundry civil act approved March 2, 1895, contains the following item:

That the President of the United States is hereby authorized to appoint a board, to consist of three officers of the Engineer Corps, who shall make an examination of the bar of the Yaquina Bay, in Oregon, with a view to a project for deeper water, and shall report the result of such investigation, with estimate of cost, to the next regular session of Congress. * * *

The Board thus provided for was constituted by the appointment of Lieut. Col. Amos Stickney, Maj. James C. Post, and Maj. Clinton B. Sears, Corps of Engineers, for the purpose of making the examination required by Congress, and a copy of its report of October 11, 1895, upon the subject is submitted herewith.

The Board is of opinion that if any further permanent deepening of this bar can be made, it will be only by prolonging the present jetties, and the project proposed, therefore, is to extend the north jetty 2,100 feet and the south jetty 2,000 feet, to remove rock in the projected channel, and to construct a spur 800 feet long inside the present south jetty, located about as shown on the map herewith. The estimated cost of the work proposed is $1,025,800.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

REPORT OF BOARD OF ENGINEER OFFICERS ON EXAMINATION OF THE BAR OF YAQUINA BAY, OREGON, FOR INCREASED DEPTH.

UNITED STATES ENGINEER OFFICE,
Cincinnati, Ohio, October 11, 1895.

GENERAL: The Board of Officers of the Corps of Engineers, constituted by Special Orders, No. 7, Headquarters Corps of Engineers, United States Army, March 14, 1895, in compliance with the act of Congress, approved March 2, 1895, to make an examination of the bar of Yaquina Bay, in Oregon, met in Portland, Oreg., at the office of Capt. Thomas W. Symons, Corps of Engineers, the officer in charge of the improvement of Yaquina Bay, on May 9, 1895. After spending a day examining the various surveys, reports, etc., already made, and discussing with Captain Symons the local conditions obtaining at Yaquina Bay, the Board, accompanied by Captain Symons, proceeded to Newport, Oreg., on the 10th, and spent the 11th in a personal examination of the bay and the works of improvement. On the night of May 11 the Board, under public notice previously given, had a meeting in the town hall at Newport and listened to the delegations there present from the various counties and cities of the Willamette Valley interested in obtaining a more direct shipment for their products than that via Portland and the Columbia River.

The papers thereat presented, or submitted by mail, and which relate to commerce, are hereunto appended, marked A, B, C, D, E, F, G, and J; also two letters from Capt. R. A. Bensell, marked H and I.

On the 12th the Board returned to Portland, Oreg., and after further consultation adjourned at the call of the senior member, to give time for further surveys, borings, current observations, etc., to be made under Captain Symons's directions during the summer.

The Board met again on October 9, 1895, at the call of the senior member, and in compliance with Special Orders, No. 39, Headquarters Corps of Engineers, United States Army, September 14, 1895, at the office of Lieut. Col. Amos Stickney, Corps of Engineers, Cincinnati, Ohio, the new surveys, borings, and current charts having been submitted by Captain Symons.

The Board, after a full consideration of the matter, has the honor to submit the following report.

The law setting forth the duties of the Board is worded as follows:

> That the President of the United States is hereby authorized to appoint a board, to consist of three officers of the Engineer Corps, who shall make an examination of the bar of the Yaquina Bay, in Oregon, with a view to a project for deeper water,

and shall report the result of such investigation, with estimate of cost, to the next regular session of Congress: *Provided*, That the cost of said investigation, and also surveys and expenses of said board, shall be defrayed from the balance of money available of the appropriation made for improving the harbor at Yaquina Bay, in Oregon, by act of Congress of August seventh, eighteen hundred and ninety-five.

The Board received no instructions other than the above, and it desires to invite particular attention to the wording of the law.

It will be observed that the Board is not called upon to express any opinion as to whether a further permanent deepening of the water on the bar is practicable, or, if practicable, whether the commerce of the port, present or prospective, will justify a further expenditure.

The history of the improvement of Yaquina Bay is set forth in the annual reports of the Chief of Engineers from 1880 to the present, and a special and complete history is contained in the report of a Board of Engineers of November 13, 1888, and published on page 2517, vol. 4, of Report of the Chief of Engineers for 1889. To this, and to the reports of Major Heuer and of Captain Symons, published as Ex. Docs. No. 56, Fifty-second Congress, second session, and No. 227, Fifty-third Congress, third session, respectively, especial attention is invited.

The result of the work of improvement has been a net gain of 7 feet in depth of water across the bar over what it was before work began. The survey of July, 1895, shows a least depth of 14 feet across the bar, the narrowest part of the channel between the 14-foot curves being 400 feet. This increase in depth has been obtained at a cost of $710,000,* or a little over $101,000 a foot. The value of commerce in and out of the bay for the fiscal year ending June 30, 1895, was as follows:

Steam and sail vessels.	Number.	Net tonnage.
Arrivals	119	.....
Departures	117	.....
Total	236	47,100.36

Exports and imports.

	Tons.	Estimated value.
Total exports	25,915.2	$414,802
Total imports	5,957.7	297,850
Grand total	31,872.9	712,652

The Board is of the opinion that if any further permanent deepening of this bar can be made, it will be only by prolonging the present jetties. The crest of the bar in front of the jetties, which has a minimum depth of 14 feet at low water, is now 2,500 feet in advance of the ends of the jetties, and it is possible that the extension of the jetties would of themselves cause an advance of the bar a distance equal to their prolongation, if there were no other influences at work to modify their action.

From the information obtained by the recent surveys, which corroborates the statements of persons who have for a long time observed the action of the sea and the directions of the currents, there seems to be no doubt that there is a well-defined littoral current, constant in

*This includes the $25,000 estimated as needed to complete the present project.

direction, moving to the south, between the main shore and the outer reef, and it has also been noticed that the direction of the swells of the ocean is constantly from northwest to southeast independent of the direction of the winds.

A careful study of the current sheet and the tracing showing the scour and fill that have taken place since the jetties were extended to their present length, indicates clearly the action of these forces, and an additional extension of the jetties would further restrict the area through which the resultant of these forces acts and cause further scour, which would be nearer the outer reef of rocks.

It therefore seems reasonable to suppose that any tendency of the bar to re-form in an advanced position would be largely counteracted and that a channel of increased depth would be maintained.

The project proposed, therefore, is to extend the north jetty 2,100 feet, and the south jetty 2,000 feet. They should be parallel, and 1,000 feet apart, the distance between the ends of the present jetties, and located as shown on the maps herewith. They should be of heavy riprap, and brought to the level of high water.

The south jetty should have on the channel side groins of riprap every 300 feet, each groin to run from grade level at the main jetty down to mean low water at its free end; the length of each groin to be determined from time to time as the work develops. It is probable that they will have to be not less than 100 feet in length. The object of these groins is to protect the jetty from undermining. It may prove necessary, as the work progresses, to build similar groins along the north jetty. The two detached rocks, with 6 feet and 9 feet of water over them at mean low water, and which lie in the direct path of vessels and about 2,000 feet outside the ends of the present jetties, and any other projecting rocks which may hereafter be found, should be blasted out to the general level of the rock bottom.

As any deepening of the outer bar would be of little value, unless the inner bar be deepened to correspond, a spur should be built inside running out from the present south jetty about 800 feet, sloping from half tide at jetty to mean low water at the free end, and located about as shown on the maps herewith.

The boring survey shows that the sand can be scoured away to 18 or 19 feet below mean low water before uncovering the bed rock.

The following estimate of cost is submitted:

Main jetty, 4,100 feet long, at $180	$738,000
Seven groins, 100 feet long, or 700 feet, at $100	70,000
Inside spur, 800 feet long, at $75	60,000
Removal of detached rocks, 2,000 cubic yards, at $12	24,000
For contingencies, 15 per cent	133,800
Total	1,025,800

It is possible that the work as outlined might be constructed at a lower cost than that estimated, but in view of the facts that this extension of the existing work must be built in deeper water and be much more exposed to the sea, and that much of the existing tramway must be rebuilt, the Board does not feel justified in making a lower estimate.

The following maps accompany this report:

Tracing showing current observations, July, 1895.*
Tracing showing comparative contours and soundings, 1880 with 1895.
Tracing showing sand movement and areas of scour and fill, 1880 to 1895.*
Two sets of cross-sections to accompany preceding tracings.*
Blue print, survey of June and July, 1895.*
Blue print, borings made in July, 1895.*

*Not printed.

A copy of the report of J. G. Holcombe, assistant engineer, of his survey of 1895 is also transmitted, marked K.

AMOS STICKNEY,
Lieutenant-Colonel, Corps of Engineers.
JAS. C. POST,
Major, Corps of Engineers.
CLINTON B. SEARS,
Major, Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

A.

LETTER OF MR. A. B. HAMMOND, PRESIDENT OF THE OREGON CENTRAL AND EASTERN RAILROAD.

PORTLAND, OREG., *May 6, 1895.*

DEAR SIR: Referring to a letter of Captain Symons, of recent date, to Engineer Holcombe, in charge of the Government works at Yaquina Bay, stating that your Commission would visit Newport on the 11th instant to report on the feasibility of securing deeper water on the bar, and that you would be glad to meet the citizens and interested parties who could give you reliable information concerning not only the harbor at Yaquina but the country tributary to it, and more particularly its resources, I desire to call your attention to the fact that, as a representative of the owners of the Oregon Central and Eastern Railroad (formerly the Oregon Pacific), I am in a position to say with authority what they contemplate doing in the near future, dependent, of course, in a measure on your report.

The present constructed line runs easterly from Yaquina Bay 143 miles to a point on the North Santiam River. It is our intention, after we have rebuilt the bridges and put the main line of the road from Yaquina to Detroit in good condition, to not only make branch-line connections through the Willamette Valley, but to extend the main line across the Cascade Mountains into eastern Oregon, as fast as the development of the country will justify, until it reaches a connection with one or more of the transcontinental lines at Snake River.

It is going to be extremely difficult in the short time you are to remain in the Willamette Valley and at the bay to impress you with all the advantages to be derived by the continuation of the jetties to deeper water, principally on account of the territory which is tributary to this harbor being so large, and a portion of it inaccessible until our line is extended. You could easily spend a month in such investigation, and each day would materially add to the advantages to be derived by the extension of the jetties.

The people of the Willamette Valley from Salem, the capital of the State, south to Roseburg—about 150 miles—all prefer doing their business in San Francisco, mainly for the reason that their grain, potatoes, and mill products are marketed in that city. This is evidenced by the tonnage statements which will be handed you by Mr. Stone, the manager of our road, when you reach the bay. As the population of the valley increases, the needs of more water on the bar and larger vessels to handle the increasing business will be self-evident. East of Albany the main line now ends in almost inexhaustible forests of fir, hemlock, tamarack, and other timber. Six sawmills are already in operation, and all of them expect to market most of their products via Yaquina Bay.

I respectfully request that, if your commission can spare the time, you allow us to take you over the road east of Albany. If you consent, a special train will be placed at your disposal.

The larger interests, however, which will be dependent upon Yaquina Bay as a shipping point, are still farther east over the Cascade Range, where an inland empire, still unsettled except by comparatively few people, principally engaged in raising sheep and cattle, awaits only the construction of this road to direct the homeseekers from the over-crowded East. It is a well-known fact that this section of eastern Oregon contains more unoccupied Government land suitable for agriculture than any other portion of the United States.

I understand from Captain Symons that you will likely wish to return from the bay on Sunday, the 12th. If such is the case, we shall be glad to bring you out by

special train. If there is any other way in which we can accommodate you, and you will mention the matter to Mr. Stone, our manager, he will be glad to comply with your requests.

Respectfully, yours,

A. B. HAMMOND, *President.*

Lieut. Col. AMOS STICKNEY,
Chairman Board of Engineers.
(Care Captain Symons, Portland, Oreg.)

B.

REPORT OF COMMITTEE OF CITY COUNCIL OF SALEM, OREG.

SALEM, OREG., *May 10, 1895.*

GENTLEMEN: We, a committee, appointed by the common council of the city of Salem, in Marion County, Oreg., would most respectfully represent to your honorable Board as follows:

That we were astonished at the report of Engineer Symons, of the Government, representing the lack of necessity and impracticability of continuing the improvement of the entrance and harbor at Yaquina.

The well-known influence which the opening of said harbor, and building and operating both a line of steamers and railroad, was by us supposed to be sufficient argument for equipping and maintaining the best harbor facilities obtainable at said point.

Our Northwest Coast is so barren of good harbors that we feel the necessity of improving, to the highest possible efficiency, every point where nature has made it at all possible for an entrance to seagoing vessels, and more especially the harbor mentioned, as we have long looked upon Yaquina as the most convenient entrance along the coast to the great Willamette Valley.

Situated as it is, about midway of the valley and separated by a narrow range of mountains, the valley can be reached midway by a shorter inland haul than from any other point of entrance.

The distance by water from the great port of San Francisco is 125 miles shorter than via Portland to Salem.

The commercial world has long since observed that the shorter route to the seaboard is, other things being equal, the most practicable. The shortening of a route by water is desirable always, both from the standpoint of economy in time and cheapness of carriage, but much more is this the case overland.

In the times of sharp competition and fluctuation of prices it is very much to the advantage of both the importer and exporter that the movement of freight should be facilitated to the highest degree and at a minimum rate.

Salem, the capital of the State which we represent, is situated in Marion County, which lies 50 miles east of the sea. We are but 75 miles from Yaquina Harbor, which is 50 miles nearer than Astoria. We have a city of 15,000 souls, and in the county 15,000 more, whose main occupation is agriculture. We have 450,000 acres of good arable land in the county and more than 60,000 acres actually under the plow, the balance being used chiefly for grazing purposes for sheep, cattle, horses, and hogs.

We ship from the county annually not less than 1,600 car loads of wheat, 300 car loads of potatoes, 350 car loads of hops, 350,000 bushels of oats, 300,000 pounds of wool, 5,000 boxes green fruit, and we import into the county, from without the borders of the State, not less than 300 car loads of supplies and machinery.

We do not hold that under any circumstances could all this vast amount of traffic be handled through Yaquina Harbor, but we do claim than Yaquina is a competitive point and can in the future, as she has in the past, influence the rate of traffic on all freight, if sufficiently deepened to admit all modern seagoing craft from the South.

Our climate is so comparatively cool in summer and warm in winter, so free from violent storms, so perfectly adapted to the physical requirements of man, and our soil so uniformly good and yet so variable, allowing us to raise almost anything produced by soil and climate, that we flatter ourselves that in the near future this section is destined to be the most thickly populated portion of the country.

What we need and must have is as many competing lines of entrance to our valley as possible.

The people of Marion County endured all the hardships of a six month's journey across the plains, that civilization might be carried to the Far West and this grand country saved to the United States, and largely to their efforts was this grand achievement accomplished.

The privations of a pioneer life were their lot, and this they nobly endured until the East and West met in the struggle of civilization, and to-day our Government enjoys the possession of a country which must ultimately become the favored land of our Union.

We are profoundly impressed with the conviction that it is the duty of the Government to spare no pains to make for us at Yaquina a harbor which will admit entrance to first-class seagoing vessels, so that the people of our valley may obtain freight from all ports of the world on an equal footing with others of the Northwest.

While nature has supplied us with soil and climate second to none, she has not blessed us with equal harbor facilities, and under the circumstances there is no doubt but that the Government should supply this deficiency.

In conclusion, permit us to say that we expect from your Board a careful examination into the details of this subject and a fair and unbiased representation of the matter to the Government, and you will thereby place under obligations to you a people whose generous impulses are felt wherever known, and whose gratitude knows no bounds.

W. T. RIGDON,
CLAUD GATCH, *Mayor*,
GEO. G. BINGHAM,
Committee of City Council, Salem, Oreg.

To the Board of Engineers appointed by the Government of the United States to examine into and report upon the feasibility and necessity of continuing the revetment work at Yaquina Harbor.

REPORT OF COMMITTEE OF SALEM BOARD OF TRADE ON OUTGOING AND INCOMING FREIGHT.

GENTLEMEN: We, your committee, to whom was referred the matter of ascertaining the amount of outgoing and incoming freight for the year 1894, beg leave to submit the following:

Incoming freight.

	Tons.
Lime, cement, and building material	2,500
Sugar	1,200
Fruits	200
Canned goods	125
General merchandise	3,850
Total	7,965

Outgoing freight.

Mill products	4,500
Potatoes	1,250
Oats	1,200
Canned goods	350
Dried fruits	250
Woolen goods	500
Total	8,050

Respectfully submitted.

JAS. M. KYLE,
ED. C. CROSS,
GEO. B. GRAY,
Committee.

THE BOARD OF TRADE OF THE CITY OF SALEM.

C.

REPORT OF COMMITTEE OF CITY COUNCIL OF ALBANY, OREG.

GENTLEMEN: The undersigned, appointed by the honorable mayor and council of the city of Albany, Oreg., to represent the interests of Albany and Linn County before your committee, beg leave to submit the following statement:

Linn County lies 50 miles directly east of the Yaquina Harbor. Its western part is in the Willamette Valley, and the eastern portion on the slopes of the Cascade foothills and mountains.

Length, east and west	miles	70
Breadth, north and south	do	40
Area	square miles	2,400
Improved, taxed, 1894	acres	192,801
Unimproved, taxed, 1894	do	375,620
Timber, and not taxed	do	967,579
Total		1,536,000

Assessment, 1894:	
Improved	$2,475,555
Unimproved	1,273,215
Total	3,748,770

Population:	
Census of 1890	16,265
Estimated, 1895	20,000

Grain for ten years ending with 1894.

	Tons.
Wheat (11,318,730 bushels)	339,562
Oats (11,096,580 bushels)	199,738
Barley (593,670 bushels)	13,349
Flaxseed (122,780 bushels)	3,183
Potatoes (1,685,000 bushels)	50,550
Hops (1,546,140 pounds)	773
Apples (2,560,760 pounds)	52,117
Prunes and plums (363,380 pounds)	7,268
Butter and cheese (3,009,750 pounds)	1,505
Wool (2,206,470 pounds)	1,103
Hay	199,300
Total	868,448

These statistics are from the best sources now obtainable.

A very large portion of Linn County is adapted to fruit growing, and the production of hops, potatoes, prunes, and apples is increasing very rapidly each year.

Albany has a water power equal to 1,000-horsepower, which can easily be increased three times.

There are four large streams in the eastern part of the county, each furnishing fine water powers at short distances along the banks, furnishing more power than can possibly be used, but marking this county as a manufacturing center.

Two woolen mills worked up last year 600,000 pounds of wool, and a third is now in operation. The lumber mills have a capacity of 60,000,000 feet per annum. In the Cascades, a conservative estimate of 800,000 acres of timber, at 40,000 feet per acre, equals 32,000,000,000 feet. Of this amount, probably one-fourth is accessible to the line of the Oregon Pacific Railroad, or 1,000,000 car loads of 8,000 feet each, or 40,000 train loads of 25 cars each. Firewood, stave bolts, paper pulp, excelsior, and hemlock bark are large and growing industries of the county. We have seven flour mills with a capacity of 800 barrels per day, and furniture, chair, tile, sash, and door factories, shingle mills, and other manufacturing establishments.

These data will enable you to see how vitally we are interested in the Oregon Pacific Railroad, which traverses this county from west to east. The success of that road depends upon the harbor at Yaquina being made accessible to a larger class of vessels.

Oregon is traversed by two mountain chains parallel to its coast line, and has few harbors.

Across the State from east to west there is only one direct and feasible route, the line of the Oregon Pacific Railroad, which traverses the centers of the Willamette Valley and the great, rich plateau of eastern Oregon, reaching a domain within the State of 100 miles wide and 350 miles long.

With depth of water at the entrance to the harbor at Yaquina sufficient for a larger class of ships, this route will become one of the greatest arteries for traffic on the Pacific Coast.

Without it, the vast territory mentioned would depend upon one railway system for transportation and one city for trade.

In its incompleted and bankrupt state this line for ten years has added from 2 to 10 cents to the price of every bushel of grain and potatoes shipped from the Willamette Valley, and also by its competition has reduced very materially freight charges on all goods shipped into the valley. The gain to the people in these ways has far exceeded the total expenditures for the improvement so far made by the Government.

When we consider that $199,070 were paid as duties on 11,710 tons of rails used in construction, at an average rate of $17 per ton, it will be seen that the net expenditure by the nation has been comparatively small. The opening of Yaquina to a larger class of vessels will soon bring, in the shape of duties, a full return to the Government for all outlays. It is true such improvements are not undertaken as a business speculation, but for the good of the people, yet where considerable outlay is required, the question of returns may well be considered.

If the inception of the work has been of so great benefit to the public, its completion is of vastly greater importance, for only one-third the territory has been reached, and only a small portion of the benefit to be realized has as yet been reached.

We therefore represent that if any reasonable outlay will give Yaquina Harbor entrance enough depth of water, for the purpose herein set forth, it ought, in justice, to be done; and we feel assured you will so report if you can see the way in which such improvements can be made.

We attach hereto our commission from the honorable mayor of the city of Albany to represent the people of Albany and Linn County at this time; and allow us to assure you that we represent 20,000 people that are greatly interested and much concerned in the development of Yaquina Harbor.

Believing, sirs, that its improvement is essential to the prosperity of the State of Oregon.

Respectfully, etc.,

J. K. WEATHERFORD,
N. H. ALLEN,
C. C. HOGUE,
C. G. BURKHART,
S. E. YOUNG,
S. A. DAWSON,
D. B. MONTEITH,

The Committee of United States Engineers Making Special Examination of Yaquina Harbor.

Whereas the citizens of Linn County and of Albany, its county seat, have a continuing interest in the development of the harbor of Yaquina as a commercial port; and

Whereas they have heard with much satisfaction of the appointment of a commission of engineer officers of high rank and standing to investigate the condition of the harbor and report their opinion as to the propriety and practicability of the United States Government's undertaking an extended plan of improvement for the purpose of obtaining and maintaining a still greater depth of water on the bar and in the entrance than has been secured by the plan of improvement which is just being completed; and

Whereas the experience of the last ten years has demonstrated that the saving in transportation charges to the citizens of Oregon by the opening of Yaquina Harbor, and its connection with the interior by means of the Oregon Pacific Railroad, has aggregated sums which have fully balanced the expenditures hitherto made on this improvement, although the full benefit of the harbor has not yet been secured; and

Whereas the public interests of the State demand that there should be no stopping short of the still greater advantages which will result from the opening of Yaquina to ocean-going shipping for direct transportation of the products of Oregon to the markets of the world: Therefore,

Resolved, That the mayor appoint a committee of leading citizens who shall be charged with the duty of collecting information and statistics relative to Linn County, its area, inhabitants, productions, and opening for manufacturing enterprises of various kinds, dealing with the history of effects produced by the opening of Yaquina Bay to commerce, as well as with the opportunities for the future, and that such committee shall present the results of their inquiries above referred to at the public sitting to be held by them in Newport on May 11, 1895.

The foregoing preamble and resolution was adopted at a meeting of the city council held April 26, 1895, and in accordance with the same the honorable mayor appointed the following committee: J. K. Weatherford, S. E. Young, C. C. Hogue, N. H. Allen, S. A. Dawson, C. G. Burkhart, D. B. Monteith.

[SEAL.]

H. J. HENTON,
Recorder of the City of Albany.

D.

REPORT OF MR. J. B. HUNTINGTON.

BURNS, OREG., *May 4, 1895.*

GENTLEMEN: The following statements and schedule are given at the request of a number of persons who are interested in the improvement of the harbor of Yaquina Bay.

I had hoped to be able to induce some representative resident of some part of the great inland empire lying to the east of the Cascade Mountains, in southeastern Oregon, to be present at Newport at the time of your meeting there to give you some facts, if you should desire them, in regard to the extent and resources of this vast region, comprising the counties of Crook, Harney, and Malheur, but I have failed to find a person who could make it convenient to go.

In sending you this very brief and inadequate description of the country referred to, I very much hope I shall not be regarded as impertinent.

The people of this country have lived for many years in the hope of improved conditions to be had through the building of a transportation line to the seaboard to the westward, and connection through similar means with the markets of the East.

Believing that the improvement of the harbor alluded to will hasten the construction of a railway through these counties, you will readily understand the interest we have in such harbor improvement.

The region to be affected is one of vast area, capable of great development, and one whose natural resources will sooner or later support a large population.

As yet the principal industry is stock raising.

Agricultural enterprises have been inaugurated only to meet the requirements of local demands. From the summit of the Cascade Mountains on the west to the Snake River on the east, a distance of over 300 miles, is to be found immense bodies of unoccupied land awaiting the hand of industry to reclaim it from its wild, natural, and in many instances arid condition, and to bring it into one of fertility and productiveness.

At the present time the business of this region is necessarily confined to those classes of industries which can be profitably carried on without transportation facilities.

Where farming is attempted, it is only for the production of forage for stock and food grain and vegetables for home consumption; and, indeed, the major portion of the flour consumed in the country described is imported. This is true not because wheat can not be produced of good quality and of profitable yield, but because the improved lands are utilized by occupants whose business it is to produce live stock and wool, rather than to till the soil. That there are immense numbers of acres of rich soil lying in this region, to which will be induced a large number of home-seekers by the introduction of transportation facilities, is a fact, to be convinced of which one needs only to traverse it from Prineville in Crook County along the line of the Willamette Valley and Cascade Mountain Military Wagon Road to Ontario on Snake River in Malheur County. From the one to the other point mentioned, the rearing of live stock is almost literally the only industry. The natural meadow lands produce ample supply of hay for stock in winter, while the hills and uplands yield a luxuriant growth of bunch grass which makes the best of range for summer and frequently for the whole year.

Aside from these two classes of lands, are the "bunch grass" lands which when reclaimed by artificial irrigation become the most productive and durable of any of the country.

Of these latter-named lands there are millions of acres which will some day become the homes of a large population of industrious people. Throughout the whole transmississippi region it has been thoroughly demonstrated that the "sage lands" are the most desirable. The only reason of these lands in this country remaining to-day in their natural condition is that they require irrigation to render them fertile. Irrigation systems are too expensive for the average settler to undertake, and capital can not be induced into such enterprises until there is prospect of the building of transportation lines by which immigration will be induced toward the field of its investment.

Notwithstanding, however, the disadvantages incident to our isolation and the slowness of the increase of our population, the people here have laid and are laying the foundation for a better civilization. Every new country situated as ours is has experienced the same difficulties as we are now contending with.

We have, it is true, a small population, but the people already here are an intelligent, energetic, and industrious people.

Harney County has four weekly newspapers, well patronized. Burns, the county seat, is an incorporated town of some 550 people. The business of the town is sup-

ported by the stockmen of the surrounding country, principally of the great Harney Valley, nearly equal in extent to the Willamette. Tributary to this town are also the valleys of the Dunder and Blitzen to the south of the Malheur Lake, the South Fork of the Malheur River to the east, Silver Creek to the west, and Silvies to the north, all of which are settled by stockmen who own ranches along the streams and utilize the ranges adjacent. In many instances the holdings are so large that they will of necessity be cut up as soon as the country becomes more thickly settled. In one of these valleys one rancher owns and controls 100,000 acres of the most desirable land in eastern Oregon. This owner will, in the near future, endeavor to colonize his domain, but is not ready to make such venture until the conditions as to market facilities are changed.

One corporation is the owner of many large ranches located in various parts of Harney and Malheur counties, which, it is said, must soon be segregated and sold to small holders. This one company own good farming land in sufficient quantity to make homes for thousands of people.

It will be seen by the foregoing brief statement that the commercial business of the country is comparatively small when the extent of the country is considered. The three counties which have been referred to contain an area of 33,000 square miles, with a population of only about 10,000 people.

It is estimated there are now in this region 500,000 head of cattle, 300,000 head of sheep, and 100,000 head of horses.

There were shipped into this country by wagon transportation last year, by merchants alone, 5,000,000 pounds of freight, to say nothing of the large amount shipped by the large stockmen.

The outgoing freight consisted, of course, mostly of live stock, and is entirely beyond the power of any one individual to estimate. The sheep were, many of them, driven to the railway in order to save the freight on their wool, which was clipped at the points where they were so driven. All this stock and wool would be shipped if facilities were at hand.

In making this effort to give you only a very general description of the country alluded to, my only motive is to be of some use in impressing upon the Government the necessity of aiding the people already endeavoring to develop the country, and those who will surely follow on, believing that it is the policy of our Government to induce immigration and to assist in every reasonable way, in the settlement and development of our unoccupied public domain. That the improvement of rivers and harbors is conducive to the best interests of the interior of a State, and especially those portions of which are new and undeveloped, is a proposition which admits of no argument. And because I believe information regarding the needs and resources of sections to be affected by proposed improvement of coast harbors is always desirable on the part of officers to whom is intrusted the duties of determining upon the requirements of such harbors, the foregoing is respectfully submitted.

Very respectfully,

J. B. HUNTINGTON.

The United States Board of Engineers,
Col. Amos Stickney, Chairman, Newport, Oreg.

E.

REPORT OF COMMITTEE OF EUGENE BOARD OF TRADE ON STATISTICS OF LANE COUNTY, OREG.

EUGENE, LANE COUNTY, OREG., *May 1, 1895.*

We, a committee designated by the Eugene Board of Trade to gather statistics of Lane County, for the purpose of showing * * * the great necessity of improving Yaquina Bay as a shipping port, so that our county may have a competitor for its present large and increasing commercial business, which will naturally aid in securing a reduction from the existing exorbitant freight charges now forced on our people, beg to submit the following as the exports of Lane County for 1894:

Wheat	bushels	400,000
Oats	do	220,000
Hay	tons	380
Potatoes	pounds	2,592,000
Hops	do	1,800,000
Live stock	head	2,500
Hides and fur	pounds	76,000
Leather	do	85,000
Wool	do	260,000
Flour and feed	do	3,600,000

Bacon and lard	pounds..	76,660
Butter and cheese	do....	77,380
Eggs	dozen..	173,124
Poultry	do....	2,257
Cascara bark and grape root	pounds..	460,000
Fruits (dried and green)	do....	*672,250
Lumber	car loads..	325

Over 85,000 bushels of corn, barley, and rye were raised for home consumption.

In area Lane County contains 3,840,000 acres and has a population of 25,000.

The sum of the above export products amounts to 51,222,710 pounds, all of which pays tribute to a railroad corporation far in excess of reasonable freight charges. Merchants in Eugene to-day pay but a very small percentage more for 450 miles haul from San Francisco by steamer to Yaquina and 83 miles from Yaquina by rail to Albany than they are forced to pay for 43 miles from Albany to Eugene. The freight charges from Albany to Eugene by rail are so high that dozens of car loads have been hauled by wagon, and most of the freight at present writing is hauled by teams, which earn good wages and save money for our merchants.

The great importance of the improvement of Yaquina Bay as a harbor not only to Lane County, but to the whole Willamette Valley, and to southern Oregon, can not be overestimated; while that great inland empire known as eastern Oregon is hopefully looking forward to the extension of the Oregon Pacific Railroad line into its territory providing them with a short and cheap route to seaboard for its vast wealth of wool, stock, and grain.

We look to the improvement of Yaquina Bay as the prime factor in the reduction of freight charges, the building of branch lines up and down this valley, and in developing and improving the condition of our country and its people.

The benefits derived apply equally as well to our imports as to exports, and this committee representing Lane County respectfully ask that the improvement of Yaquina Bar be proceeded with, and carried forward as far as money and engineering will permit.

F. M. WILKINS.
J. D. MATLOCK.
H. T. PRUNDE.
E. C. SMITH.
J. H. MCCLUNG.
S. M. YORAN.
J. W. KAYS.
H. M. COCKERLINE.

F. M. WILKINS,
President of Board of Trade.
H. M. COCKERLINE,
Secretary.

[SEAL.]

The CHAIRMAN AND GENTLEMEN OF THE BOARD.

F.

REPORT OF COMMITTEE OF CITY COUNCIL OF THE CITY OF CORVALLIS, BENTON COUNTY, OREG.

Confronting us in the matter of further improvement of Yaquina Bay by the United States Government are two principal questions:

First. Is it possible?

Second. Will it pay; or, in other words, is there sufficient public interest demanding it to justify the expenditure?

The first of these questions it is not our province to answer, nor will we presume to attempt it.

Fourteen years ago the United States Government commenced the improvement on this harbor, hoping to secure a depth of 12 feet on the bar.

The plans for securing it, which are now about completed, have exceeded their expectations by over — feet, and we now have a depth of 21 feet at mean high tide. This, although it gives us a superiority over the smaller bays and indentations along the coast, does not distinguish us materially from them, as we are still classed among the harbors admitting only light-draft vessels. It is to the end, then, that this classification may be removed and that our harbor may be so improved as to take its place among the first-class harbors of the coast (as we have faith that it can and hope that it may), that we have asked and received this interview.

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*From present indications 1895 exports will exceed 1,000,000 pounds.

To answer the second question, "Will it pay?" it will be necessary to show what it has done, and the extraordinarily untoward circumstances under which it was done.

If you will look at the map of Oregon you will find that the chief part of the population of the State and nearly all of its railroads are confined to the banks of its principal waterways, while the vast inland empire, as large as all New England, has no outlet whatever (save such as nature has provided), and but one railroad projected, the Oregon Pacific.

The misfortunes and tribulations of this road have a national reputation. We think these misfortunes are now ended, as it has lately fallen into the hands of men who are ready and able and anxious to carry out its original plans and enter the heart of this isolated empire, the future resources of which we can but faintly imagine from its present resources, which we furnish you, as near as possible, herewith.

In estimating what has been already done to justify the outlay for the improvement of Yaquina Bar, the misfortunes of this railroad must be taken into consideration. It has never yet been in good condition to handle the traffic offered, and there have been breaks in its service that has deflected the traffic more than once, and never anything to inspire confidence for its return. The idea advanced in some of the reports that the hills around the bay are not producing enough to justify a deep-water harbor is not just. These hills are as fertile and their natural wealth as great as those surrounding any harbor in the world, but the inhabitants are poor and must have time and money, as at other places, to develop their resources.

There are immense beds of coal and mountains of granite and sandstone of the best quality in these hills, as yet comparatively untouched, besides their unsurpassed fertility.

Work on the improvement of the harbor was commenced in 1881, and continued intermittently until now. The total expenditure has been about $600,000. Of this sum $100,000 ought to be deducted for material on hand and which can be used by the Government elsewhere; leaving the actual cost about $500,000.

In 1884, when the railroad was completed to the valley and the improvement on the bar became noticeable, our first shipments of note began. In that year and for the five years following, an average of 52 vessels arrived and departed each year, with an average tonnage out of 400 tons a trip and 250 tons a trip in, or 650 tons for the round trip, making the total tonnage for the six years 202,800.

From 1889 to 1894 the arrivals and departures were 60 vessels each way per year, calculated at 650 tons for the round trip, making a total of 195,000 tons for the five years, or a grand total for the eleven years of 397,800 tons. The principal shipments out have been grain and stone. On the grain the farmers in the valley have realized from 4 to 6 cents a bushel more in shipping by this route than by any other, and the stone could not have been shipped at all by any other route, so that the entire proceeds from its sale ought to be placed to our credit; but we class it here with the wheat.

Our imports have saved to the merchants of the valley and others at least $2 a ton over any other route. So that we have a clear saving to the producer and the consumer in freights of $2 a ton on 397,800 tons, or $795,600, without including the five months of 1895.

Add to this that the Government has received $179,994 in duties on imports, chiefly on steel rails used in the construction of the Oregon Pacific Railroad, which would not have been started but for the improvement to the harbor. These figures are carefully selected and are approximately correct, or as nearly so as it is possible to get them, and are under rather than over estimated, so that we claim that the harbor, by what it has done under the most adverse circumstances, has fully justified the expenditure.

And now we ask you to go with us through that vast part of our State tributary to Yaquina that has no traffic communication and let us show you what the business of Yaquina Bay will be when our lines of communication have been established where they were originally intended.

The following account of the products and resources of certain counties in the State is only of those counties that are directly tributary to Yaquina Bay and would seek it even if freights were the same as by other routes, because it is 200 miles nearer for them to the markets of the world by the Yaquina route, and freights, of course, will also be that much cheaper.

The products of Lane, Benton, Linn, Marion, and Polk counties for the year 1891 were:

Wheat	bushels..	4,400,000
Oats	do....	7,909,682
Barley	do....	325,000
Corn	do....	92,000
Hops	pounds..	2,526,000
Wool	do....	7,754,718
Hay	tons..	91,135

Three-fourths of this would be for shipments abroad, and would go over the Yaquina Bar under proper conditions with a saving of from 6 to 10 per cent to the producer in freights, besides the saving of forty-eight hours in time.

Following is a carefully prepared estimate of the timber along the line of the Oregon Pacific Railroad that can not be shipped at all by any other than the Yaquina route, or at least not until all the other timber on the coast is exhausted and the price at least doubled.

The estimate is prepared by a competent lumberman for the Pacific Lumberman, and he says in his report: "From thirty years, experience in manufacturing and handling lumber, and a knowledge of the country, I am certain that this estimate is rather under than over the facts."

Merchantable timber in townships directly tributary to Yaquina Bay, via the Oregon Pacific Railroad, excluding what might go out in other ways:

Marion County, 12 townships, 25,000 to acre	$6,912,000,000
Linn County, 12 townships, 25,000 to acre	6,912,000,000
Crook County, 50 townships, 10,000 to acre	11,520,000,000
Harney and Grant counties, 32 townships, 10,000 to acre	7,372,000,000
Malheur County (about)	1,350,000,000
Total	34,066,000,000

To carry this would require, at the rate of 100 cars a day and 10,000 to the car, over 109 years.

Add to this the lumber in Klamath and Lake counties.

Hopkins, Pearce & Co. and Pardee, Cook & Co. own on Klamath River, lying between the lakes and the Oregon and California Railroad, 70,000 acres of timber land, which will cut easily 2,000,000,000 feet of high-grade lumber, and this is only a small portion of the timber land around Klamath Lake and on the river now finding its way at great cost over the Oregon and California Railroad to California and the East, and all of it is easily tributary to the Yaquina Bay.

Passing over the summit of the Cascade Mountains on the line of the Oregon Pacific Railroad we reach the heart of Crook County, with its 8,200 square miles of territory.

In the year 1892 there was shipped out of this county from Prineville to The Dalles by teams, a distance of about 150 miles, 2,000,000 pounds of wool at a cost of 1½ cents per pound, and shipped into Prineville from The Dalles 4,000,000 pounds of merchandise, in the same way, and at the same rate.

There is sold from this county and driven out annually:

Mutton sheep	50,000
Cattle	5,000
Horses	2,000

Lake County shipped out in 1891:

Beef cattle		8,420
Horses and mules		500
Mutton sheep		52,000
Wool	pounds..	1,145,000
Grain	bushels..	207,000
Hides, pelts, butter, etc., valued at		$10,000

Lake County's area is 8,000 square miles, with less than one-twentieth in cultivation and not one-fourth of it in use.

Harney County's area is 10,600 square miles, and the Harney Valley is one of the richest and most productive in the West. It is 100 miles long and 40 miles wide. They raise 50 to 60 bushels of wheat to the acre, but they can not raise it for shipment, as they have to pay 2 cents a pound for hauling to Huntington, on the Union Pacific, 150 miles. In 1892 they shipped in this way into Harney Valley 5,500,000 pounds of general merchandise, at 2 cents a pound

They drove out 30,000 head of stock and shipped out 600,000 pounds of wool, and other products, equal at least to Cook County, which we have not been able to get.

Malheur County has an area of 9,956 square miles. They shipped out in 1893:

Merchandise	pounds..	600,000
Ore	do....	100,000
Wool	do....	500,000
Hay and grain	do....	500,000
Live stock	do....	3,000,000
Lumber	feet..	2,000,000

The showing of any one of these counties will also do for Grant County, with an area of 5,000 square miles, and Klamath County, with an area of 5,520 square miles, and this brings us still on the line of the Oregon Pacific Railroad to Boise, in the State of Idaho, its projected terminus.

Idaho is almost directly east in a straight line from Yaquina Bay. Its shipments or traffic can never go by any other than the Yaquina route, as soon as we have established railroad connections with them. Nothing can ever deflect its trade from Yaquina Bay, as it is several hundred miles nearer by this route to the markets of the world than by any other possible route.

Idaho has added $190,000,000 to the world's wealth, and one of her prominent citizens writes, "That she ships now, 1892, annually when her needs for transportation are desperate, and in spite of overwhelming difficulties, $4,000,000 in gold, $8,000,000 in silver, and $3,000,000 in lead and copper."

Cattle, horses, and sheep	$2,225,000
Wool and pelts	1,200,000
Grain and hay	3,750,000
Fruits and vegetables	500,000
Lumber	1,750,000

This is their annual shipment, and we have but to glance at the map to see that all this would find its way by this route to the best markets at a saving to the producer and the consumer of from $2 to $12 a ton over any present or any other possible future route.

We are aware, gentlemen, that this is an imperfect sketch of the present resources of the country tributary to Yaquina Bay. It is necessarily so. But we are positive that whenever it is estimated it is under rather than over the facts.

We ask you to remember that this is only a showing for an undeveloped country, without any transportation facilities whatever, and then to consider what its future developments will be when its lines of communication have been established with the markets of the world on even terms with other countries or other parts of this State.

We leave this matter reluctantly. It could easily be enlarged on, but we do not want to be tiresome, and we are confident that it will receive from you gentlemen the consideration that its importance demands.

Presented by the committee appointed by the city council of the city of Corvallis (Benton County).

JOHN D. DALY, *Chairman.*

G.

LETTER OF MR. E. W. HADLEY.

CORVALLIS, OREG., *May 10, 1895.*

Honored by the selection as one of a committee to represent before you the city of Corvallis, in the interest of the further improvement of Yaquina Bay, I regret my inability to appear before you in person to urge the further continuance of the improvements which you have so ably carried out. I am so strongly impressed, however, with the great benefit which must follow from the continuance of these improvements that I can not refrain from setting forth, in writing, some ideas which are the result of five years' study of the conditions surrounding Yaquina Bay.

The commercial reasons for the further continuance of the improvement of the entrance to the bay will be more ably urged upon you by the many representatives of every industry of the Willamette Valley, whose personal presence before you is, in itself, a strong argument for the further efforts on the part of the Federal Government to obtain for the citizens of the valley—and not only to the Willamette Valley, but of the whole State—the full measure of the commercial advantage which must result from the completion of the project which will be urged upon you. The commercial advantages already accruing, through the works at Yaquina Bay are widespread, covering the whole valley from Portland to Ashland; that is, the imports into the State of Oregon, which are received through this harbor, are distributed over the length and breadth of the whole valley. The greatest benefit which has been reaped through the opening of this harbor is not confined to the bringing within the reach of the citizens of the Willamette Valley the market of San Francisco, as well as that of Portland, but lies in the fact that such competing markets have reduced, to every citizen affected by such competition, the price of every article which he eats, wears, or uses. I say the opening of this harbor has produced these results—this statement should be qualified by the explanation that the opening of the harbor, by which I mean the deepening of the water at its mouth, taken in connection with the construction of the railroad leading eastward from the bay.

This brings me to the view of the matter which I most particularly desire to urge upon the consideration of your honorable body, for the harbor and the railroad are indissolubly connected. Even the great benefits of so magnificent a harbor as that of the "Golden Gate" or San Diego would be restricted within the narrowest limits

were it not that the railroads took up these benefits and scattered them broadcast throughout the State. He would indeed be a bold statistician who would attempt to state in figures the value to the State of California of the harbor of San Francisco, for its benefits extend through every artery of trade and reach its utmost capillaries. Nor does anyone doubt that the benefits flowing from that magnificent harbor are but yet in their infancy. The capabilities for commercial advantage are probably as great in the bay of San Francisco itself as they ever will be, but it remains for new railroads to be built leading away from San Francisco to extend, multiply, and distribute these benefits. We may take it, therefore, I think, as an axiom, that the benefits to be derived from any harbor improvement must depend to a great degree upon the nature of the transportation facilities which can spread these benefits, and the size of the territory over which they can distribute them.

Without railroads a limit might easily be conceived to the sums which it would be good policy to expend upon the improvement of such a harbor, but with ample connecting railroads it would be difficult to state any line beyond which expenditure would be unproductive. Bearing in mind, then, this view, let us regard the natural advantages which are presented by Yaquina Bay. In the opinion of the writer, this harbor is most felicitously situated, lying about midway, as it does, of the coast of Oregon. A comparison of the reports made by the United States Engineer Corps upon the various harbors indenting the Oregon coast shows that for safety and facility of entrance, and for the protection of shipping when inside, Yaquina Bay ranks easily next to the mouth of the Columbia River.

So great, indeed, appeared the opportunities of this harbor to the eyes of keen and experienced capitalists, that in 1874 the Willamette Valley and Coast Railroad Company was organized to take advantage of the great natural facilities which plainly existed for the building of a railroad from Yaquina Bay eastward. Following up the Yaquina River, it was found that a natural pass existed near its head waters at the very low elevation of 900 feet above sea level. The road was completed to Corvallis in 1884, and in 1886 track was laid to Albany, 12 miles farther east, and in 1889 rails were laid to the present terminus, at Detroit Station, in the Cascade Mountains. Careful surveys had, in the meantime, been pushed forward clear across the State.

The Cascade Mountains, one of the most formidable mountain barriers in the world, loomed up big and blue ahead of the adventurous railroad. Here again kindly nature stepped in and proved that the location of this railroad was no chance venture by offering a pass through this rugged mountain range near the headwaters of the Santiam River at the phenomenally low altitude of 4,300 feet. Exhaustive surveys of this mountain chain, by experienced men long familiar with the mountains, proved that this pass was unique. The railroad at once seized nature's friendly hand and laid steel in this pass to secure it. To fully realize the great value of this pass it should be remembered that it is reached with little development and no grade heavier than 2 per cent.

Beyond the Cascades lay the vast tablelands of eastern Oregon, shut in on the north by the Blue Mountains, on the west by the rugged Cascades, on the east by the Rocky Mountains; these two chains coming together at the south, forming a cul de sac. This immense empire was, and still is, practically cut off from the rest of the State, a veritable terra incognita; a country larger than the State of New York. Of wonderful fertility, watered by frequent rivers, encompassing numerous lakes, this inland empire, without a foot of railroad within its boundaries and practically shut off from the rest of the State and the world at large, has yet made great progress. Through it are scattered thriving and prosperous towns; its streams turn woolen and flouring mills; and though 100 miles from the nearest railroad station, its larger towns present imposing stone buildings, and its wider streams are spanned with steel bridges. Immense forests of sugar pine and other valuable woods await the coming of the lumberman; hundreds of thousands of cattle roam its fertile prairies, and millions of acres of fertile soil yet remain the property of the Federal Government, and are open for settlement.

Across this great country the railroad's survey was pushed until it met the mountain chain which is its eastern boundary. It is not too much to say that constructive nature had many ages ago foreseen the coming of this railroad, for, following up the Malheur River in their efforts to find an outlet to the East, this party of surveyors found that the canyon of the Malheur formed a perfect gateway almost a grade level through the heart of the mountains. Prompt to take advantage of so plain an evidence of fortune's favor, ten miles of grading was at once done and some hundred feet of steel laid at crucial points. Further search of this mountain chain, both by the engineers of the Oregon Pacific Railroad Company and later by engineering parties sent out by its competitors, again proved the fact that they had obtained the key to eastern Oregon from the East, as they already held its entrance from the West by means of the pass through the Cascades. This, then, is the eastward path of the railroad to which we must look to distribute the benefits arising from the improvements at Yaquina Bay.

Let us recapitulate. Starting at tide water, at the second best harbor on the coast of Oregon, crossing the Coast Range at a very low elevation, cutting the great Willamette Valley at its very center, drawing from the vast fields of grain through almost its entire length, scaling the Cascade Mountains through the largest forest of standing timber now in existence in the United States, this railroad finds itself at the entranec to the vast empire of eastern Oregon, and holds in its grasp the only practical routes into and out of that great country. The writer does not know of a similar situation within the United States to-day, nor does he believe that there is any railroad at present constructed which is favored with the ability to almost absolutely control and develop so vast and fertile a territory as that of eastern Oregon. Larger than the of State of New York, possessed of almost inexhaustible resources, the future of eastern Oregon depends to a very great extent upon the entrance of the Oregon Central and Eastern Railroad, and the future of this railroad hinges upon the improvement of its harbor at Yaquina Bay.

To illustrate the isolation of eastern Oregon, it should be remembered that practically the only entrance thereto is made by wagon road from The Dalles. This wagon road is through the rugged Blue Mountains, in places rising 1,000 feet to the mile, and 6 horses to the ordinary wagon is the allowance. Every pound of wool, which heretofore has been about the only product which would stand the cost of such transportion, has had to be teamed over this road for an average of 200 miles, and every pound of groceries and clothing which enters that country has had to be teamed in, at a cost often as high as 3 cents per pound. Yet this wonderful country has sent to The Dalles every year wool enough to constitute that station second only to a point in Australia as the heaviest wool-shipping station in the world. If these results can be accomplished in the face of difficulties so great, what may we not expect when the engines of the Oregon Central and Eastern shall blow their whistles in the very heart of the "inland empire." With the experience of the Dakotas and Oklahoma in mind, imagine to yourselves the tide of immigration which will inevitably follow the first train which shall roll down the eastern slope of the Cascade Mountains, throwing open to settlement a brand new country containing 35,000,000 acres, one land district alone—that of Harney—having on its registers 5,600,000 acres open for preemption, with millions of acres yet unsurveyed.

Let us turn to another phase of the situation. The Oregon Central and Eastern Railroad is at present but 150 miles long. It touches Portland on the north and Eugene on the south by means of its river steamboats, and reaches the world's great market, San Francisco, through its ocean steamship line. Short as it is, in comparison with its gigantic competitors, so great is its strategic importance, that it makes rates for the whole Willamette Valley. Without going into details, it may not be amiss to point out that by means of its ocean route through Yaquina Bay it is 150 miles the shortest line from San Francisco to Albany, where it crosses the Southern Pacific Railroad, and that it is 100 miles shorter from San Francisco to Salem, via Yaquina Bay, than by any other route; and the same advantages of distance extend proportionately to the various points in the valley. Not only is it the shortest route, but, as compared with its parallel competitor, this route can be operated to a great economical advantage, in that it opposes to the Southern Pacific's heavy grade line over the Siskiyou Mountains a dead-level sea route with all the economies of water transportation.

In order to secure the full advantages accruing from the possession of this short line to San Francisco, the writer at one time suggested to interested parties the extension of the railroad to Portland from some point on its line near Albany, a distance of about 100 miles, and the placing upon the route between Yaquina Bay and San Francisco of a fast twin-screw steamer. In the furtherance of this idea a tender was received from a shipbuilding firm offering to place in the water a suitable steamship with accommodations for 250 first-class passengers, and with a guaranteed sustained sea speed of 18 knots per hour. This would mean that such a vessel would make the trip from Yaquina to San Francisco in twenty-two hours. By the proposed extension of the railroad the run from Portland to Yaquina Bay would be made in six hours. This would mean the trip from Portland to San Francisco via Yaquina Bay in twenty-eight hours, as against forty hours, the time now consumed by the all-rail route over the Siskiyou Mountains. The saving of twelve hours, or a whole day, would, in the opinion of the writer, secure to this route a very large share of the immense business between Portland and San Francisco. I am creditably informed that the Oregon Central and Eastern Railroad Company intend to carry out this scheme.

That it is a part of wisdom to take the future into our calculations in forming a judgment upon the desirability of any course, requires no argument. The works which are contemplated for the improvement of Yaquina Bay are not those of a day; they will require years for their completion. Measured by the opportunities for development, which the writer has just urged, as the true criterion by which to form an opinion as to the desirability or nondesirability of continuing the work at Yaquina

Bay, he believes that there is no room for doubt that the activities which will be brought into being by the expanding of the Oregon Central and Eastern enterprise along the lines which nature has so plainly marked out for it, will be of so tremendous and far-reaching a nature that they will call for the expenditure of your best talents in providing at this harbor water sufficient for the entrance of the many ships which will come to this port to carry away the immense traffic which, like any other natural force, must seek this short line—the line of least resistance.

Respectfully, yours,

E. W. HADLEY.

The Board of United States Engineers
Considering the further Improvement of Yaquina Bay.

H.

LETTER FROM MR. R. A. BENSELL.

I crave your indulgence for appearing in the role of a critic in plans, or in opposition to any opinion that has been or may be expressed by engineers of well-known ability and skill. I also take this opportunity to thank the engineer and assistant engineers who have at different times been in charge for maps, reports, and information generally, from the day this important work was inaugurated down to the present occasion.

It has been said recently in substance there was no evidence to support the theory that an extension of jetties seaward would give a greater depth of water in the bay. Gentlemen, I submit in all candor, is there really any good evidence in support of a contrary theory or conclusion that an extension would not give better results? for it is an indisputable fact that every advance seaward has given increased depth of water on the bar. Again, these jetties are not now as far seaward as it was originally intended they should be carried. I have carefully prepared a statement from maps and reports in my possession, showing the plans of extension from year to year down to and including the year 1889, and including all the work done under Maj. George L. Gillespie, Capt. Charles F. Powell, and Capt. Willard Young.

This statement shows the advance seaward and construction inland, and also the total distance from a point 2 feet above high-water mark seaward, and if I have made no mistake, the south jetty at this time is 1,373 feet short of the intended terminus. Probably the best evidence that the south jetty is incomplete is shown in a map submitted by the Board of Engineers November 13, 1888. This Board consisted of Colonel Mendell, Major Jones, and Major Handbury. I will submit the map. The white lines show the south and north jetty as originally contemplated and the red lines indicate the extension and plainly mark a point to which they might be carried, if it was in the future deemed necessary. Evidently at that date it was not considered hazardous to extend the jetty system. About two years ago I heard Colonel Mendell say to R. E. Mulcahy that there might be a time when it would be practicable and necessary to build farther seaward. If there was any evidence of shoaling on the bar at present, or at any time during the last eighteen months past, I would be the last man to urge the further expenditure of money on the bar, and I am sure in this I voice the feeling and sentiment of that part of Oregon so vitally interested and so ably represented here to-night, and it might be expected that people so much affected by this improvement, who have felt the great benefit from wise and conscientious engineering ability, would ask for more than might be reasonable, but we do not wish to press beyond the point of evidence that seems in our favor.

I had the honor to address a letter to our Senators and Representatives, with the request that it be presented to Gen. T. Lincoln Casey, Chief of Engineers, and I am informed that this Board has that to consider. Eighteen years of close observation has afforded me many opportunities to collect facts, and many of these facts are contained in the letter referred to. I might add that before any improvement was attempted, vessels engaged in the oyster and lumber trade in trying to cross out under sail were becalmed and went ashore—the *Cornelia Terry*, *Ann G. Doyle*, *John Hunter*, *Lizzie*, and *Caroline Medaw*. The first three of these mentioned are now buried in the sands of South Beach, the other two were raised and brought up the beach a distance of 1½ to 2 miles and relaunched. Is it not strange that all these vessels, in days perfectly calm, should have drifted south, not a wreck of any kind going north of the entrance. The action of the buoys and all the float natural and incident to a place like this finds a resting place *invariably* south of the south jetty and never north. I believe there is abundant evidence to justify the oft-expressed theory of a current setting south between the jetty ends and the outer reef, the magnitude and force of which nothing but investigation will determine.

I hope the Board may find good reasons for having this important matter satisfactorily settled, for it has been assumed recently that the volume of the ebb and flooding tide cross the bar perpendicular to it. This may be true, but the last two surveys show as good, if not better, water to the southward than in the channel generally used. I hold that the current setting south between the outer reef and jetty ends, being the greater in volume, deflects the ebb and flooding tide to the southward, and this peculiarity from the very commencement has been noticeable, the disposition to form a channel always south, but is less and less appreciable as the jetties move out and seaward. Another point I wish to make is the recognized value of the port as a harbor of refuge, without seeming to realize the fact the Government has furnished fully one-half of the vessels engaged in the coasting trade between San Francisco and Puget Sound, a place to which they can run and enter night or day in perfect safety, finding a harbor of perfect security.

The outer reef has always been understood as affording a certain protection to the bar. It was this knowledge that prompted Captain Nisson, of the schooner *Lizzie Madison*, to run in behind the outer reef in the year 1878 and cross the bar at a point where the outer reef had broken the force of the breakers. This vessel had tried Coos and Umpqua bars, but these places, exposed to the full force of the violent sea, were entirely too rough, and the vessel was waterlogged and the crew starving. With deeper water on the bar the advantage of this place will become more and more appreciated and utilized by vessels caught in the gales so common and dangerous at certain seasons of the year. In this respect the engineering department have accomplished much more than they expected.

In conclusion, gentlemen, the people here and elsewhere in Oregon realize and commend the prompt and successful efforts of the engineers who have given us such splendid effects, and we feel that all that has been, or may be said, in advocacy of the extension of the jetties, will be properly weighed and carefully considered, and that whatever plan this board may finally adopt, if any, it will be carried out in the future as it has been in the past, intelligently and economically, and whenever there is no longer a visible or actual improvement the work will be suspended and will stand a credible and enduring monument to the science of practical engineering.

Any expression that foreshadows a claim that on its face is unreasonable, for a harbor that will admit the largest class of ocean-going vessels, is not true. We only desire the greatest possible depth of water on the bar that can be secured, let it be 1, 2, 3, or 4 feet of water more than we now have, depending on the removal of sand now resting on the rock by increasing the scouring force. Major Heuer, in his report dated November 3, 1892, says:

"The current within the jetties has not yet positively bared much of the rock bed above referred to, and this may be attributed to the fact that neither jetty is yet built up its full height, and hence has not yet developed all the scouring power of which the current is capable, and partly to the fact that the scouring effect has not been of sufficiently long duration. Hence it would be unwise to extend the jetties further seaward until they were completed to their full heights and their effects observed. If at the end of a year after the completion of the jetties the current shall fail to scour from within the jetties the sand on top of the rock ledge, it would be useless to extend the jetties seaward, and under such circumstances to obtain 25 feet depth at low water on the bar might be said to be impracticable. If, however, at the expiration of the time above referred to the sand should be scoured away from the rock bed within the jetties, then, and then only, could a proposition to extend the jetties further seaward be entertained."

At the very time this report was written, but not printed, the sand was being scoured away from the rock bed. See the survey of Mr. John R. Savage, assistant engineer, 1892, referred to by Assistant Engineer J. G. Holcombe in this language:

"During September and October, 1892, a survey of this harbor and bay was made by Mr. John R. Savage, assistant engineer. In comparing this survey with that of 1889 marked changes are noted for the better. The outer end of the bar, where protected by the outer reef, has not shown any movement seaward, the interval between the reef and bar being the same as it was then, while the inner 3-fathom line of this bar shows a movement of nearly 3,000 feet, making an increased depth of 5 and 6 feet over this part of the bar and practically scouring the sand off the rock in front of the jetties between its 20-foot contours."

Again, the survey of 1893 shows this scouring process still going on, no diminution of the effect of tidal ebb or flow. It seems to me that if all the conditions upon which an extension of the jetties was opposed by such high and competent authority as Major Heuer were removed, not for the term of one year, but two, then, and in that case, quoting again Major Heuer, "could a proposition to extend the jetties further seaward be entertained."

R. A. BENSELL.

The CHAIRMAN AND GENTLEMEN OF THE BOARD.

I.

LETTER OF MR. R. A. BENSELL.

NEWPORT, OREG., *February 10, 1895.*

DEAR SIR: A careful reading of Capt. T. W. Symons's recent report upon the further improvements at Yaquina Bay, Oregon, shows that he bases his opinion that Yaquina Bay is unworthy of any further improvement upon one ground; and as this basis is questionable, especially in view of what are, and have been, well-known facts before any improvements were undertaken by the Government at this place, I write this letter hoping that such action may be taken to determine once for all just what are the *actual existing* conditions of physical phenomena at Yaquina Bay, Oregon.

Captain Symons says (see his report, underlined in red ink and made a part of this communication):

* * * * * * *

From this report it will be readily seen it is an assumption that the *greater volume of the ebb and flooding tides cross the bar perpendicularly* to it. If this is the case (not positively demonstrated, however), then deeper water may be out of the question; but to close observers here it has always seemed that there existed a constant ocean current *between the reef and the shore*, that flows to the south, while outside of the reef the current was north, and that in the improvement of Yaquina Bay this inner current has not been given proper consideration. That this current is an eddy of considerable power, force, and magnitude, the following facts would seem to fully justify:

1. The main channel at Yaquina Bay, before any improvements were undertaken, was to the south and close into the beach for a long distance. This, by the way, is the reverse of most of the entrances upon this coast, unless protected by a headland near by.

2. That before and since the improvements all drift from out of the bay, and from any point inside thereof, has *always gone south*, and in most cases landed on South Beach. So much is this the case that *not a thing* out of Yaquina Bay has been known to go north. Scows adrift, small boats, rafts of logs, etc., all go south, nor has any drift or wreckage inside of the reef been known to move to the north.

3. The bar buoy has, in the last ten years, been carried away again and again mostly during the southwest storms, and yet has without a single exception gone south in the face of the gale, landing on South Beach, from 1 to 3 miles south of the south jetty.

4. Every wreck before and since the improvements has landed on South Beach, and all vessels keep to the north of the channel coming in and going out to avoid the force of the current setting south, in case of accidents.

5. That during the last two years steamers have on two occasions in the night gone in north of the north jetty, and were only saved by this current carrying them out, so they made the entrance between the two jetties.

6. That while the 3-fathom line in front of the jetties has shoved seaward since the improvements were commenced about 500 feet, yet to the south of the jetties (in speaking of the north and south jetties, the line of the south jetty extended and the north jetty parallel thereto is meant) there has been and is a constant deepening of the water in toward the beach. To so great an extent has this taken place that where there was once only 12 feet of water before improvements there is now 18 feet, and where there was only 6 feet there is now 12 feet, and most of the filling in on the south side has been between high water and the 6-foot line, all of which is immediately behind the south jetty. It is believed that every survey of this place since 1890 shows the same effect to the south of the jetty, while north of the jetties no such action has taken place, and but very little movement of the bar seaward has taken place since the very beginning.

Attention is called to the fact that the north jetty proper has been built since 1890, and since that date but little movement of the bar seaward in *front* of the jetties is noticed. Yet it is *this jetty* that has contracted the entrance and gives direction and velocity to the current. Since 1890 the inner 3-fathom line has moved seaward over 3,000 feet, giving at least 18 feet of water in a straight channel over a large area that formerly had but 12 and 6 feet of water.

Both of these jetties are protected by the reef, the north more than the south, and it is believed that the existence of the eddy current spoken of is the true cause of this bar *not* moving seaward, beyond, or even in a line, of the north jetty since that jetty has been built.

The jetties as built are not now beyond the general low-water line of the coast if the indent made by Yaquina Bay is not taken in, and a line from low water at a point one-half mile below the jetties to a point one-half mile north, and strike beyond the jetty ends.

As to the northerly current outside of the reef it is only necessary to call attention to the "whistler," which has gone adrift on several occasions, and *always* gone *north* and landed north of Yaquina Head. Only this winter the "whistler" and the bar buoy went adrift during the same storm and one could be seen to move north and the other south; *this at the same time.*

The outer current is the well-known Davison current, which all coasting vessels take advantage of in making trips north of San Francisco, while the inner current is an eddy, caused, it is believed, by this Davison current striking on Yaquina Head and being deflected south between this point and the reefs that extend down as far as Alsea Bay. A glance at the Coast Survey charts will show how it is supposed the eddy current is formed.

A very large number of observing and intelligent persons believe that this eddy current can be controlled so as to prevent the bar moving seaward, and to allow the ebbing and flooding tides of Yaquina Bay to expend its force and power upon the bar in *front* of the jetties and not waste its energy on the south of the south jetty, as is now believed to be the case. In every case of bar improvement upon this coast that I have been able to know anything about, the jetties have been projected to extend to the *crest* of the bar, except at this place, and it is believed that this would be the correct solution of the problem here, and that their extension *beyond* the general line of the coast will cause the eddy current to cut away in front of the bar and prevent any further movement seaward.

In view of the importance of as good a harbor as it is possible to get at this point, I respectfully ask that you will try to have a sufficient part of the present appropriation set aside for a thoroughly hydrographic survey of this bar, to include *current* observations, both surface and subsurface, and borings in the channel and upon the bar, and this survey and current observations extended well to the north and south, to include what is known as the south reef, in order that all possible data upon which the improvements of Yaquina Bay in the future can be determined; and when it is completed that the engineer officer in charge be requested to report upon this data to the next session of Congress as to what further improvements are practicable, his report to include the data thus obtained, and that his preliminary report be held in abeyance until that time.

The present improvements of this bay are about completed at a cost of $70,000 less than the estimate, and while it is conceded that this survey will take time and money, yet it is believed that it is worth every dollar needed for its completion. It may be stated that no current observations or surveys have been made for the past five years, and that the latter survey seems to show water when formerly the borings indicated rock.

The reason for asking for the publication of all data thus gathered—in fact everything upon the improvement of Yaquina Bay is asked for--is that other engineers may have the data available for study, in case any further improvements are again reported against. This data should include all surveys made up to date, with the extent of the jetties at the time of making such surveys.

Yours, very respectfully,

R. A. BENSELL.

Hon. JOHN H. MITCHELL,
Washington, D. C.

J.

LETTER OF MR. R. A. BENSELL.

NEWPORT, *May 12, 1895.*

DEAR SIR: I herewith inclose the address of Capt. J. J. Winnat. He had it written to-day—had it printed for your convenience. If not asking too much, I would be pleased to have this paper filed with the other reports submitted May 11. I also send you a map* marking the contours and terms from which you have letters and reports; also the line of railroad. Maybe in doing this I have overstepped the bounds of propriety. If so, I beg your pardon. Trusting you arrived safely and that yourself and other gentlemen of the Board are all in good health, I am,

Sincerely and respectfully, yours,

R. A. BENSELL.

Col. AMOS STICKNEY,
Chairman Board of United States Engineers.

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*Not printed.

AN ADDRESS BY CAPT. J. J. WINNAT BEFORE THE BOARD OF UNITED STATES ENGINEERS ON HARBOR IMPROVEMENTS.

Mr. CHAIRMAN, LADIES AND GENTLEMEN: In being called upon to address this meeting I might use an old expression and say, "I am all at sea." But this would introduce a paradox, for if I were all at sea, I would be entirely at home, as the greater and better part of my life has been spent on the ocean.

The presence of so many of you here to-night makes it manifest that you take a lively interest in the question that is now pending before these gentlemen, who constitute the United States Board of Engineers. And you may well feel interested, for it is a vital question, not only affecting the people of this bay, but the whole great State of Oregon. The people of the valley and valley towns are as deeply and even more deeply interested in this subject than those of us who live on the bay. For to them it means a question of transportation, and in the hard times through which the country is and has been passing of late, when the farmers are receiving such low prices for the products of labor, it becomes necessary for the people to consider what may be done to assist and relieve them as far as possible of their burden. Cheap transportation is their only hope.

Commerce, both foreign and interstate, is the very life of the nation. It is to the nation what the circulation of blood is to the human body; it must be free and untrammeled. Check it or obstruct it and the body faints and dies.

I hold that no money is expended by the Government that results in greater good than that which is expended in improving our harbors and rivers; but this view of the question has doubtless been much better presented to these gentlemen than I can possibly present it, so I will pass on to another point.

I want to say a few words about the much-discussed question of a harbor of refuge. Now, a harbor of refuge means a place where our ordinary coasting vessels may seek shelter from a coming storm, or, if disabled in the heavy gales that occur every winter on the coast, a place where they may run to for the purpose of repairing and refitting. The large vessels, or what we call deep-water ships, do not need this. As soon as they leave port they work for the open sea and get as clear of the land as possible.

The sailors tell of the old woman who, when she heard the storm and the gale howling at night, prayed that her son, who was a sailor, might be somewhere near the land. Jack would laugh at a prayer like this, for when he is far out at sea and entirely clear of the land in a good ship he feels a sense of perfect safety, and only worries about the poor people who live on land, who may be hurt by a falling tree or something of the kind. But the coasting vessels must necessarily keep nearer the coast; hence a harbor easy of access is a great source of comfort and safety to them. Now, Yaquina is just this harbor. I think I may say, without fear of contradiction, that it is the easiest of access of any on the coast between San Francisco and Cape Flattery. I think I hear someone say, "How about Columbia River?" To this I will reply that the Columbia is a grand river; it is planned on a magnificent scale; its mouth is large, its jetty is large, its bar is large, and when the bar breaks the breakers are very large; then the distance from the shore and through the breakers is so great as to make it difficult in thick weather, as compared to Yaquina. I have been four hours crossing the bar; but someone will say that it is because the *Bandorille* goes so slow; but I can say that under the same circumstances I could cross Yaquina bar in fifteen minutes; and this question of time is often of great importance, especially when night is approaching and one wants to get inside before dark; and now, with the range lights that the Government has placed here, even night is no great detriment. But someone may say "If Yaquina has all these advantages, why should any more be done?" I say simply because, if a greater depth of water can be obtained the advantage will be correspondingly greater, and if a larger class of vessels than those now engaged in the trade can be used here, and as the vessels employed are larger, the freights are always lower.

There is one point especially where our bars on this coast differ from those on the Atlantic and the lakes. We need considerable more water than the vessel draws in order to cross safely, on account of the swell which has to be encountered. A vessel will sometimes strike bottom where the water is 3 or 4 feet deeper than the vessel's draft. It is only a year or two ago that a ship struck on San Francisco Bar in crossing in and was lost. The ship drew 24 feet, and as she was said to be in the channel, she must have had at least 34 feet of water. So vessels are often detained by what are called rough bars—where the water would be quite sufficient if it were not for the heavy sea. On the lakes and the Atlantic Coast, like Galveston, for instance, a ship may pass in or out drawing all the water on the bar.

So if the Government by a further expenditure of money can improve the harbor still more, and make it better than it now is, a great benefit will result to the Willamette Valley and the whole State of Oregon. And as Oregon is benefited, to just that extent the whole United States is benefited.

As to how the further improvements are to be made it is not for me to suggest or advise. I feel that it is in the hands of those who are much more competent to decide. These gentlemen have given the matter careful investigation, they have listened attentively and patiently to all that has been offered, and I am sure will give the matter due consideration, and decide conscientiously, according to the facts presented. I feel that the question can be safely intrusted to them.

But if I am not occupying too much time, I would say a few words about the bars on the Pacific Coast. Generally, I think they are really a study of themselves. A great many people, and perhaps some of our engineers, who are familiar with the harbors of the Atlantic Coast and the Lakes, come out here thinking the conditions are similiar and that the same laws may be applied to both. But their experience on this coast soon teaches them differently. I think some of our Pacific Coast engineers will bear me out in this, and I feel sure my friend Mr. Holcombe, who has been a close observer during his stay here, will indorse what I say on this point. Perhaps I can not give any good reason why the conditions are different, but one I think may be that our coast lies facing the largest body of water in the world, the Pacific Ocean, and it is exposed to an almost constant swell from the west. A swell that may originate a thousand or two thousand miles from the land, and it frequently seems to gain force and volume as it gets nearer the shore, so that it is no uncommon thing to see a very rough bar and immense breakers rolling in on the beach when the weather is fine and calm.

I have seen the bar as rough as it ever gets, when there was hardly a breath of wind blowing. This heavy swell, then, is what our engineers have to contend with in constructing and maintaining their works, and it requires constant and careful observation to note the effect of this swell on the channels as the work progresses. Some engineers I know have claimed that the scouring process is greater on the flood than on the ebb tide; I hardly think this can be true. If the inflowing tide carried with it a greater quantity of sand than the outflowing, it seems to me that it would only be a question of time when our rivers and bays would be filled up entirely. That the flood tide does carry in large quantities of sand from our bars and deposit it inside of the harbors is unquestionably true, but I think if the channels are properly trained by jetties, the ebb tide would sweep it out and keep the channel clear. This, to my mind, is the purpose of the jetties, and the experience on this coast has certainly demonstrated it to be a success. A great river like the Columbia is not only exposed to the deposit of sand driven in by the ocean swells, but it also has an immense quantity of sediment and débris coming downstream that must be carried off or the channel would be closed. This applies to all our smaller streams and bays as well.

The jetty system, then, is no longer an experiment; it is a demonstrated success, and men who expressed doubts about it twenty years ago are now quite ready to acknowledge it. And I think that the problem is far from being solved as to what extent these jetties may result in doing good. I believe Yaquina is about the first harbor on this coast where this system of improvement was undertaken, and as the benefit has been so marked and apparent, I would like to see it followed out to its legitimate end, for I am not willing to concede that Captain Symons's idea, that the power of man has reached its limit in overcoming nature's obstacles on the bar. Although I have perhaps already taken up too much time on this subject, yet there is one modest little harbor to which I would like to direct attention. I say modest, because it has had no influence to bring it prominently to public notice, and yet it is one of the most positive and marked evidences of the benefit of the Government work that can be found anywhere. I refer to the Coquille River.

I remember well when the very smallest coasting vessels could only enter the river among dangerous rocks, through a shifting channel, which would sometimes close up so as to be impassable for them to get out, and they would frequently be detained in the river for weeks and months; so long that it is told of one captain, who, while waiting to get out, planted some potatoes, and he had the pleasure of digging and eating his crop before leaving. I know of one vessel particularly, the schooner *Mary Delco*, that was just a whole year in the river. Now vessels are passing in and out every day or two, and the valley is rapidly developing into a rich and productive country, affording comfortable homes to many families, who are not only living and prospering, but furnishing to the markets some of the finest lumber that is to be found anywhere on the coast. The butter interest is rapidly developing into an extensive business. Fruit in great quantities is being shipped every year. The salmon pack each year is valuable. And now a further development of its hidden wealth is found in an excellent quality of coal which has just been unearthed, and finally, in building the new light-house, they are making use of rock which is discovered to be equal, if not superior, to any yet found on the coast. With these facts before us, who will say that the paltry sum of money expended by the Government in opening up and developing this rich and fertile country has not been repaid a hundredfold? Without the opening up of this river by the Government, this whole territory would have remained as if it were a sealed book.

I am aware that it is maintained that the depth of water that can be gotten and maintained on a bar is dependent upon the tidal area of the bay on the inside, yet Columbia River, Coos Bay, and the San Francisco Bay are of very varying areas, and the waters on the bars are comparatively the same; then, again, Wilmington Harbor, San Pedro Bay, is a splendid example of what has been done. With a bay of less than one-half of the area of that of Yaquina, a tidal range of only one-half, the improvement there has gained and maintained a depth of 14 to 15 feet where there was only 2 feet.

You will at once say the local conditions were in its favor. That is true. Yet Yaquina Bay has local conditions that govern that place—the outer reef and Cape Foulweather. Do they not make conditions that will do what the cape at San Pedro Bay has done?

I claim, in conclusion, that the importance of our harbor improvements can not be overestimated, and that there are no class of men who have greater interests in their hands than our Government engineers, and it is encouraging to see that they take an active interest in their work.

K.

LETTER OF CAPT. T. W. SYMONS, CORPS OF ENGINEERS.

UNITED STATES ENGINEER OFFICE,
Portland, Oreg., August 22, 1895.

COLONEL: I have the honor to forward herewith a copy of a report made to me by Assistant Engineer J. G. Holcombe, concerning the surveys recently made by him at Yaquina Bay under my direction and in compliance with the wishes of the Board of Engineers having the matter of further improvement under consideration.

I have already forwarded to you and to the other members of the Board copies of the map * showing the soundings in the bay and about the entrance, copies of the map * showing current observations, and copies of the maps * showing old and new borings.

Copies of the comparative map between the surveys of 1880 and 1895 will be sent to you and each member of the Board shortly.

To you I send a map,* in colors, showing the sand movements as determined by comparing the surveys of 1880 and 1895. With this are sent ten sheets of profiles.*

No copies of this sand-movement map and profiles have been made.

Mr. Holcombe's report contains a description of the methods employed in making the survey.

Very respectfully, your obedient servant,

T. W. SYMONS,
Captain, Corps of Engineers.

Leiut. Col. AMOS STICKNEY,
President Board of Engineers.

REPORT OF MR. J. G. HOLCOMBE, ASSISTANT ENGINEER.

UNITED STATES ENGINEER OFFICE,
Newport, Lincoln County, Oreg., August 17, 1895.

SIR: I have the honor to submit the following report upon the survey of the entrance to Yaquina Bay, Oregon, as ordered by the Board of Engineers, and which I have carried out under orders from you:

Hydrographic survey.—The plane of reference of this survey is the same as used on all previous surveys of this place, to wit, the mean of lower low waters which was determined by Mr. Polhemus who also established a gauge on the north side receiving wharf from which all tidal readings were taken during the survey. This gauge was checked from a bench mark and found to be correct. During the continuance of field work this gauge was read and recorded every fifteen minutes, and the proper correction subtracted or added to the soundings taken by the leadsman, as the tide called for.

Condition of weather during operations.—No field work was done unless the weather and bar were in condition to make accurate observations, and we waited at times for a week to get proper conditions in order that every part of the survey would be as accurate as was possible to make it.

Reductions on account of tide.—Because the survey for the most part was ocean work nearly every sounding was taken on a gentle swell, and because the maps of the bar

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* Not printed.

and entrance show the nearest foot in depth the reductions for the gauge reading was the nearest foot.

Bay and channel between jetties.—In doing this portion of the work two transits located at stations on the land were used for observations; a small boat having the proper crew, including a leadsman and recorder, was pulled over the bay; at every thirty seconds a sounding was taken, the time and depth being recorded, and every one and one-half minutes (or third sounding) the position of the boat was located by the transits on shore. In order to keep the observations simultaneous a flag in the boat was waved every third sounding and the observation was then made. On every tenth observation two flags were waved. This method was found to give excellent results and all work inside the bay and to the end of the jetties was done in this way.

The bar and ocean.—This work was done from the deck of the steamer *Gen. Wright*, two observers with sextants taking angles to beacons on the shore, previously located by transit angles, and two leadsmen sounding alternately; the soundings in general were thirty seconds apart, but in working over reefs or where rock was known to exist they were taken ten seconds apart; the observations were in general two minutes apart, except on rocks or reefs, when the time was varied to suit the work in hand; the location of the boat was plotted by means of a three-arm protractor while the sounding was being done and the course of the next line laid to suit the conditions developing as the work progressed. In all, 740 observations, or 2,220 soundings in the channel, and 1,248 observations, or about 6,000 soundings on the bar and the ocean in front of the jetties, were taken. Special pains were taken to make it as complete as possible in front of the jetties.

Current observations.—During the month of July, whenever the weather and bar permitted, current observations were taken both at the ebb and flood tides. One hundred and fifteen different paths were observed and plotted, with the data relating to them, upon a special map.

The floats were made of boards, 12 by 24 inches and 12 by 36 inches, put together in the form of a cross. To them was attached a 1½ by 1½ pole leading up above the surface. Near the surface a 12 by 12 by 1 inch square float was used to keep them in a perpendicular position. Each float was weighted to sink to a certain definite depth, being 6, 10, 15, and 20 feet for the different floats. They were also numbered for convenience in keeping track of them. These floats were placed at various points inside and out of the bay, and at intervals their location was taken, the time also being recorded. The condition of wind and weather was also noted.

This class of floats was found to work exceedingly well and give good general results. After the locations had been plotted the distance was scaled off the map, and, knowing the time interval, the velocity in miles was deduced. In general the prevailing direction of the wind seemed to affect, to a certain extent, the path of the float, that is, a northwest wind caused the current from out of the bay to turn to the south, while a southwest wind caused a northerly direction of current. I tried on several occasions to get ebb-tide floats from out of the bay to cross the bar in front of the jetties or through the opening in the reef. The same thing was noticed about the flood-tide floats in the reverse direction. These current observations were always taken in settled weather.

Borings.—While waiting for the tide on current observations 29 additional borings were made between the jetties and in front of them. On one occasion, while going out at a very low tide to take some of these borings, the *Wright* struck a rock directly in the channel, the location of which was previously unknown. We succeeded in getting its location and plotted it on the map. A special report was made to you at the time of the discovery of the rock.

Plotting the work.—The following maps have been made and are submitted with this report, all maps are on a scale of 1:5000: A hydrographic map * of the bay from McCleans Point to and 1,000 feet beyond the reef, extending about 6,000 feet north and south of the jetties; a current map * showing the paths and velocities of all current observations; a map * showing the additional borings made to rock and areas where rock is known to be less than 20 feet; a contoured comparative map of this survey and that of August and September, 1880, in which the various contours are shown in colors; a sand movement map * in which colors are used to show the areas over which the sand has been moved, either to deepen or shoal any areas, showing depths of 5 feet by means of colored contours; this map is compiled from that of 1880 and 1895 by plotting cross sections 270 feet apart, both in the bay and on the ocean beach, and plotting the points of change as noted by the cross sections, the cross sections * of this work are also sent with this report. The ground work in black in this, as in all the maps, is the survey of 1895.

This map shows the amount of sand, in cubic yards, that has been carried out of the bay, within the limits of the map; also that cut off the bar, that piled on each of

* Not printed.

the beaches, and that deposited in front of the old bar, toward building up a new bar. These calculations have been made by means of average end areas as determined by the cross sections plotted from the surveys of 1880 and 1895. It will be noticed that the total amount of cut or sand movement from the location it occupied in 1880, within the limits of the map, is 6,090,295 cubic yards, while the total fill, within the limits of the map, is 6,029,230 cubic yards, or the excess of cut over fill, within the limits of the map, 61,065 cubic yards. This excess of cut over fill is, I think, an error resulting from the cut shown on the map at A, north of the jetties between the fill E and the beach, but the original map here is weak, only showing the low-water line and the soundings outside of this area.

I think that the conclusion that the total cut equals the total fills within the area of the map is correct, and that also that since 1880 there has been no increase of sand brought in from the ocean beyond the reefs.

Line of vegetation.—Upon the south beach I have run the line of vegetation and placed it upon the maps. If sand reclamation is an element in this problem, the area needing reclaiming can easily be obtained on the map.

Condition of the tramways.—I do not deem it out of place to call your attention to the condition of the tramways connected with the north and south jetties, as this survey was ordered for the purpose of determining if any additional work, outside of the present project, would be carried out.

The south tramway is old and will need extensive repairs, from and including the receiving wharf, if any more material is to be transported over it, while that on the north side is in a much better shape. Still at the end of two years it will have to be renewed almost from end to end.

The piling under the receiving wharf on this side will have to be renewed next year and a large part of the rails relaid. As these tramways are a very necessary expense, any future work must take into consideration the cost of repairs to the present structures.

In concluding this report I will state that I have used every endeavor possible to do the work as accurately and as quickly as possible, and to furnish to the fullest extent all data called for by the Board.

Very respectfully,

J. G. HOLCOMBE, *Assistant Engineer.*

Capt. T. W. SYMONS,
Corps of Engineers.

Weather report for the month of July, 1895.

Date.	Remarks.
Monday, 1st.....	Weather fine, wind northwest, light, commenced current observations, 7 paths located.
Tuesday, 2d	Wind northwest, light, 18 paths were located.
Wednesday, 3d....	Wind west, very light, bar smooth, 14 paths located.
Thursday, 4th.....	Weather stormy, bar rough, wind southwest, fresh gale, no work.
Friday, 5th.....	Very stormy, southwest gale, bar rough, no work.
Saturday, 6th	Clear, wind northwest, bar rough and breaking on reefs, no work.
Sunday, 7th	Clear and fine, wind northwest, bar too rough for work.
Monday, 8th.....	Clear and very warm, wind northwest, light, 9 paths were located.
Tuesday, 9th.....	Very warm, hot east wind, bar smooth, 14 paths were located.
Wednesday, 10th..	Foggy, wind northwest, no work with floats.
Thursday, 11th....	Bar smooth, heavy northwest wind and very foggy, no work.
Friday, 12th.....	Bar smooth, wind northwest, very light, 9 paths were located.
Saturday, 13th	Bar smooth, wind northwest, light, 15 paths were located.
Sunday, 14th.....	Bar smooth, wind northwest, light, no work.
Monday, 15th.....	Bar rough, wind northwest, foggy, no work.
Tuesday, 16th.....	Weather clear, wind northwest, too rough to work.
Wednesday, 17th..	Clear, wind northwest, bar too rough to work.
Thursday, 18th....	Clear, wind west, light, long swell on bar, 6 paths located.
Friday, 19th.....	Clear, wind northwest, strong, heavy swell, took borings inside jetties.
Saturday, 20th.....	Clear, bar rough, wind northwest, strong.
Sunday, 21st.....	Bar smooth, wind northwest, foggy.
Monday, 22d.....	Clear, bar smooth, wind northwest, fresh, 17 paths were located.
Tuesday, 23d	Clear, wind northwest, light, struck rock while going out to work, disabling propeller.
Wednesday, 24th..	Clear in the a. m., wind northwest, located rock in channel. Foggy in p. m.
Thursday, 25th....	Clear, wind northwest, fresh, no work.
Friday, 26th.....	Clear, bar smooth, wind northwest, fresh, boring on bar, 13 paths were located, completed current observations.
Saturday, 27th.....	Clear, bar smooth, wind northwest, light, took borings on bar.
Sunday, 28th	Foggy, wind southwest, bar smooth.
Monday, 29th.....	Clear, wind southwest, light, bar smooth.
Tuesday, 30th	Clear, wind northwest, bar smooth.
Wednesday, 31st ..	Clear, wind northwest, light, bar smooth.



COMPARATIVE MAP OF
YAQUINA BAY and ENTRANCE
OREGON

SURVEYED UNDER DIRECTION OF CAPT. T. W. SYMONS CORPS OF ENG'RS.
JUNE AND JULY 1895,
By J. G. HOLCOMBE Assistant Engineer.
SCALE 1:10000
AND FROM DATA OBTAINED IN
AUG' and SEPT'R 1880.

NOTE.
Soundings are expressed in feet and indicate depths at mean of lower low waters.
Survey of 1895 is expressed in red: Survey of 1880 is expressed in black.
High water mark indicated thus: ~~~~ *for Survey 1880* ~~~~ *for Survey 1895*
Low water mark indicated thus: ---------- " " " ---------- " " "
One fathom curve indicated thus: —·—·—·— " " " —·—·—·— " " "
Two fathom curve indicated thus: —··—··— " " " —··—··— " " "
Three fathom curve indicated thus: —···—··· " " " —···—··· " " "
Four fathom curve indicated thus: —····—···· " " " —····—···· " " "

To accompany Report of Board of Officers of the Corps of Engineers, U.S. Army, of October 11th 1895. on the Yaquina Bay. Oregon.

H Doc 68 54 1

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 69.

EXPENDITURES OF UNITED STATES FISH COMMISSION.

LETTER FROM THE CHIEF CLERK AND ACTING COMMISSIONER OF FISH AND FISHERIES, TRANSMITTING A STATEMENT SHOWING EXPENDITURES UNDER ALL APPROPRIATIONS FOR PROPAGATION OF FOOD-FISHES DURING THE FISCAL YEAR ENDING JUNE 30, 1895, AND ALSO UNDER CERTAIN OTHER APPROPRIATIONS.

DECEMBER 16, 1895.—Referred to the Committee on the Merchant Marine and Fisheries and ordered to be printed.

UNITED STATES COMMISSION OF FISH AND FISHERIES,
Washington, D. C., December 13, 1895.

SIR: In compliance with the act approved March 3, 1887 (24 Stat. L., p. 523), I have the honor to forward herewith statement showing expenditures under all appropriations for propagation of food-fishes during the fiscal year ending June 30, 1895, and also under certain other appropriations therein enumerated.

Very respectfully,

HERBERT A. GILL,
Chief Clerk and Acting Commissioner.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Expenditures from July 1, 1894, to June 30, 1895.

Expenses of administration: For the contingent expenses of the office of the Commissioner, including stationery, purchase of special reports, books for library, telegraph and telephone service, furniture, repairs to, and heating, lighting, and equipment of buildings, and compensasion of temporary employees	$9,000.00
Propagation of food-fishes: For the maintenance, equipment, and operations of the fish-cultural stations of the Commission, the general propagation of food-fishes and their distribution, including movement, maintenance, and repairs of cars, purchase of equipment, and apparatus, contingent expenses, temporary labor, and including not exceeding $7,500 for necessary employees for the conduct of the fish-cultural stations in Texas, Vermont, Montana, and New York, authorized by act of Congress and now being located	91,250.00
Maintenance of vessels: For the maintenance of the vessels and launches, including the purchase and repair of boats, apparatus, machinery, and other facilities required for use with the same, and contingent expenses	30,500.00
Inquiry respecting food-fishes: For field and contingent expenses of the inquiry into the causes of the decrease of food-fishes in the lakes, rivers, and coast waters of the United States, and for the study of the waters of the interior in the interests of fish culture; for the investigation of the fishing grounds of the Atlantic, Gulf, and Pacific coasts, with the view of determining their food resources, in the development of the commercial fisheries, including the expenses of necessary travel, and preparation of reports	10,800.00

Expenditures from July 1, 1894, to June 30, 1895—Continued.

Statistical inquiry: For necessary traveling and contingent expenses in the collection and compilation of the statistics of the fisheries, and the study of their methods and relations	$3,500.00
And 10 per cent of the foregoing amounts for the miscellaneous expenses of the work of the Commission shall be available interchangeably for expenditure on the objects named, but no more than 10 per cent shall be added to any one item of appropriation (U. S. Statutes, 28, p. 386)	145,050.00
Inquiry respecting food-fishes: For field and contingent expenses of the inquiry into the causes of the decrease of food-fishes in the lakes, rivers, and coast waters of the United States, and for the study of the waters of the interior in the interests of fish culture; for the investigation of the fishing grounds of the Atlantic, Gulf, and Pacific coasts, with the view of determining their food resources, in the development of the commercial fisheries, including the expenses of necessary travel and preparation of reports (Deficiency act, approved January 25, 1895)	3,000.00
Aggregate	148,050.00

EXPENDITURES.

OFFICES OF ADMINISTRATION.

Compensation of temporary employees	$959.30	
Stationery	1,834.44	
Reports on special subjects	698.95	
Publications	808.95	
Furniture and equipment	1,525.87	
Travel	584.70	
Repairs to building	410.57	
Fuel	682.50	
Incidentals, including telephone service, freights, etc	1,380.50	
		$8,885.78
International exchanges:		
Expenses connected with the exchange of species of fish with foreign countries		25.93
General propagation:		
General equipment	533.36	
Travel, inspection of stations, etc	247.23	
		780.59
Investigation of fishways:		
Great Falls, Md		94.80

MAINTENANCE OF STATIONS.

Craig Brook, Maine (salmon and trout):		
Compensation of temporary employees	1,348.77	
Buildings and ponds, maintenance and repair	495.75	
Equipment, maintenance and repair	262.64	
Fuel and light	155.30	
Collection of fish and eggs	80.02	
Fish food	322.96	
Incidentals, including freights, etc	175.48	
Penobscot salmon:		
Compensation of temporary employees	138.80	
Equipment	140.01	
Collection of fish and eggs	47.75	
		3,167.48
Green Lake, Me. (salmon and trout):		
Compensation of temporary employees	973.32	
Travel	280.60	
Buildings and ponds, maintenance and repair	72.96	
Equipment, maintenance and repair	404.54	
Fuel and light	178.12	
Collection of fish and eggs	450.34	
Fish food	558.11	
Incidentals, including telephone service, horse feed, etc	831.62	
		3,749.61

EXPENDITURES—Continued.

MAINTENANCE OF STATIONS—continued.

St. Johnsbury, Vt. (pond fish):		
Compensation of permanent and temporary employees	$1,986.30	
Buildings and ponds, maintenance and repair	7.07	
Equipment, maintenance and repair	256.09	
Fuel and light	63.90	
Collection of fish and eggs	30.45	
Fish food	7.50	
Incidentals, including horse feed, etc	123.78	
		$2,475.09
Gloucester, Mass. (cod, lobster, etc.):		
Compensation of temporary employees	764.63	
Travel	80.18	
Buildings and ponds, maintenance and repair	2.47	
Equipment, maintenance and repair	396.99	
Fuel and light	284.11	
Collection of fish and eggs	1,176.51	
Incidentals	15.88	
		2,720.77
Woods Hole, Mass. (cod, lobster, etc.):		
Compensation of temporary employees	597.71	
Travel	469.85	
Buildings and ponds, maintenance and repair	1,718.70	
Equipment, maintenance and repair	1,368.40	
Fuel and light	1,283.46	
Aquaria	1,201.46	
Collection of fish and eggs	1,673.40	
Launches, maintenance and repair	165.45	
Incidentals, including fish food, freights, etc	184.23	
		8,662.66
Delaware River (shad):		
Collection of eggs		720.84
Battery Island, Maryland (shad):		
Compensation of temporary employees	504.50	
Travel	174.76	
Buildings, maintenance and repair	23.17	
Equipment, maintenance and repair	236.19	
Fuel and light	202.84	
Collection of eggs	1,242.05	
Launches, maintenance and repair	283.56	
Incidentals, including freights, etc	42.79	
		2,709.86
Bryan Point, Maryland (shad):		
Compensation of temporary employees	441.66	
Travel	110.77	
Buildings, maintenance and repair	7.00	
Equipment, maintenance and repair	550.72	
Fuel and light	269.71	
Collection of eggs	3,272.10	
Rent	100.00	
Launches, maintenance and repair	121.45	
Incidentals, including freights, etc	133.74	
		5,007.15
Central station, Washington, D. C. (general propagation):		
Compensation of temporary employees	758.80	
Buildings, maintenance and repair	23.41	
Equipment, maintenance and repair	550.33	
Fuel and light	341.32	
Hauling	354.00	
Incidentals, including freights, etc	222.10	
		2,249.96
Central station aquaria:		
Equipment, maintenance and repair	355.57	
Collection of specimens	137.14	
Fish food	106.53	
Incidentals, including freights, etc	50.72	
		649.96

EXPENDITURES—Continued.

MAINTENANCE OF STATIONS—continued.

Fish ponds, Monument Lot (carp, etc.):		
Compensation of temporary employees	$1,819.89	
Buildings and ponds, maintenance and repair	197.55	
Equipment, maintenance and repair	103.62	
Fuel and light	116.80	
Incidentals, including fish food, etc	131.95	
		$2,369.81
Wytheville, Va. (salmon, trout, etc.):		
Compensation of temporary employees	124.25	
Travel	28.18	
Buildings and ponds, maintenance and repair	36.35	
Equipment, maintenance and repair	212.10	
Fuel and light	123.46	
Rent	500.00	
Fish food	956.94	
Incidentals, including freights, etc	102.67	
		2,083.95
Put in Bay, Ohio (whitefish, pike perch, etc.):		
Compensation of temporary employees	1,094.81	
Travel	23.20	
Buildings, maintenance and repair	124.00	
Equipment, maintenance and repair	919.98	
Fuel and light	1,181.20	
Collection of fish and eggs	2,721.72	
Launches, maintenance and repair	2,595.41	
Incidentals, including freights, etc	38.01	
		8,698.33
Northville, Mich. (salmon, trout, etc.):		
Compensation of temporary employees	131.00	
Travel	159.62	
Buildings and ponds, maintenance and repair	145.91	
Equipment, maintenance and repair	280.95	
Fuel and light	254.73	
Collection of fish and eggs	3,197.38	
Fish food	424.47	
Incidentals, including freights, etc	54.08	
		4,648.14
Alpena, Mich. (whitefish and lake trout):		
Compensation of temporary employees	558.69	
Travel	174.15	
Buildings, maintenance and repair	44.09	
Equipment, maintenance and repair	138.20	
Fuel and light	49.64	
Rent of grounds	25.00	
Water supply	250.00	
Collection of fish and eggs	1,385.93	
Incidentals, including freights, etc	32.92	
		2,658.62
Duluth, Minn. (whitefish, trout, etc.):		
Compensation of temporary employees	390.55	
Travel	157.35	
Buildings, maintenance and repair	393.33	
Equipment, maintenance and repair	548.58	
Fuel and light	356.35	
Collection of eggs	1,131.43	
Incidentals, including fish food, freights, etc	70.51	
		3,048.10
Neosho, Mo. (pond fish):		
Compensation of temporary employees	1,232.25	
Buildings and ponds, maintenance and repair	551.69	
Equipment, maintenance and repair	161.20	
Collection of fish and eggs	171.96	
Fish food	434.15	
Incidentals, including fuel, light, etc	127.99	
		2,679.24

EXPENDITURES—Continued.

MAINTENANCE OF STATIONS—continued.

Leadville, Colo. (trout, etc.):		
Compensation of temporary employees	$526.53	
Travel	63.50	
Buildings and ponds, maintenance and repair	70.70	
Equipment, maintenance and repair	930.66	
Fuel and light	377.27	
Collection of fish and eggs	293.86	
Fish food	230.00	
Incidentals, including horse feed, freights, etc	603.74	
		$3,096.26
Baird, Cal. (salmon):		
Compensation of temporary employees	990.62	
Buildings, maintenance and repair	356.63	
Equipment, maintenance and repair	578.14	
Fuel and light	192.95	
Collection of fish and eggs	1,357.99	
Incidentals, including horse feed, freights, etc	324.10	
		3,800.43
Fort Gaston, Cal. (salmon and trout):		
Compensation of temporary employees	1,794.94	
Travel	436.31	
Buildings and ponds, maintenance and repair	552.21	
Equipment, maintenance and repair	492.82	
Fuel and light	55.70	
Incidentals, including fish food, etc	65.23	
		3,397.21
Clackamas, Oreg. (salmon):		
Compensation of temporary employees	460.00	
Travel	331.74	
Buildings, maintenance and repair	424.15	
Equipment, maintenance and repair	354.06	
Fuel and light	41.52	
Incidentals, including horse hire, etc	232.75	
		1,844.22
Quincy, Ill. (native food-fishes):		
Compensation of temporary employees	1,347.85	
Travel	225.99	
Equipment, maintenance and repair	137.93	
Incidentals	21.93	
		1,733.70

DISTRIBUTION.

Shad:		
Compensation of temporary employees	381.01	
Movement of cars	702.00	
Travel	962.24	
		2,045.25
Carp:		
Compensation of temporary employees	44.00	
Movement of cars	151.00	
Travel	143.94	
		338.94
Salmon and trout:		
Compensation of temporary employees	1,057.19	
Movement of cars	3,273.40	
Travel	2,870.89	
Equipment	60.56	
Purchase of trout	62.50	
		7,324.54
Whitefish:		
Movement of car	21.60	
Travel	355.97	
		377.57
Native food-fishes:		
Compensation of temporary employees	91.50	
Movement of cars	813.87	
Travel	1,333.81	
Equipment	23.14	
Incidentals	160.69	
		2,423.01

EXPENDITURES—Continued.

DISTRIBUTION—continued.

Pike-perch:		
Compensation of temporary employees	$79.35	
Movement of cars	131.20	
Travel	267.23	
		$477.78
Oysters:		
Stocking Willapa Bay, Washington		1,043.69
General distribution:		
Cars, maintenance and repair	2,522.28	
Car equipment, maintenance and repair	1,232.13	
Hire of horse and wagon	354.00	
General equipment, maintenance	710.31	
		4,818.72

VESSELS.

Steamer *Albatross:*		
Compensation of civilian employees	833.99	
Travel	789.96	
Vessel, maintenance and repair	9,499.79	
Equipment, maintenance and repair	3,077.45	
Fuel and water	3,854.67	
Stationery	161.07	
Incidentals, including laboratory supplies, freights, etc	653.09	
		18,870.02
Steamer *Fish Hawk:*		
Compensation of civilian employees	374.00	
Travel	952.18	
Vessel, maintenance and repair	121.00	
Equipment, maintenance and repair	3,277.71	
Fuel and light	1,489.26	
Incidentals, including medical supplies, freights, etc	400.67	
		6,614.82
Schooner *Grampus:*		
Compensation of temporary employees	710.60	
Travel	183.22	
Vessel, maintenance and repair	389.75	
Equipment, maintenance and repair	1,219.14	
Incidentals, including light, water, etc	288.03	
		2,790.74
Launch *Petrel:*		
Travel	6.40	
Repairs	135.02	
Equipment	168.53	
Fuel	11.10	
Incidentals	5.00	
Menhaden investigation, Chesapeake Bay:		
Compensation of temporary employees	186.94	
Travel	391.49	
		904.48
Launch *Blue Wing:*		
Repairs	100.75	
Equipment	32.17	
Incidentals	5.05	
		137.97
Vessels, general:		
Fuel		520.12
Oyster investigation, Mobile Bay:		
Travel	138.75	
Equipment	13.75	
		152.50

EXPENDITURES—Continued.

DIVISION OF SCIENTIFIC INQUIRY.

Inquiry respecting food-fishes:		
Compensation of temporary employees	$3,935.05	
Travel and field expenses	6,677.12	
Reports	1,062.75	
Equipment, maintenance and repair	1,572.97	
Incidentals, including stationery, illustrations, etc	312.02	
		$13,559.91

DIVISION OF FISHERIES.

Statistical inquiry:		
Compensation of temporary employees	215.55	
Travel and field expenses	3,234.95	
Equipment, maintenance and repair	30.75	
Incidentals, including stationery, illustrations, etc	128.77	
		3,610.02
Total expenditures		147,968.57
Unexpended balance		81.43
Appropriated		148,050.00

SALARIES, FISH COMMISSION, 1895.

To amount appropriated by act approved August 16, 1894 (U. S. Statutes, 28, p. 384) $168,020.00

Expenditures.

Object.	Appropriated.	Expended.	Balance.
Office of Commissioner	$25,260.00	$25,181.17	$78.83
Office of accounts	7,200.00	7,111.96	88.04
Office of architect and engineer	4,820.00	4,378.35	441.65
Division of fish-culture:			
Office	9,420.00	9,419.91	.09
Station employees:			
Central station	3,600.00	3,600.00	.....
Central station aquaria	1,680.00	1,680.00	.....
Fish ponds, Washington, D. C	3,660.00	3,660.00	.....
Green Lake, Me., station	3,420.00	3,079.57	340.43
Craig Brook, Me., station	2,760.00	2,760.00	.....
Gloucester, Mass., station	900.00	900.00	.....
Woods Hole, Mass., station	6,780.00	6,780.00	.....
Battery Island, Md., station	360.00	299.70	60.30
Bryan Point, Md., station	360.00	360.00	.....
Wytheville, Va., station	3,120.00	3,120.00	.....
Put in Bay, Ohio, station	4,060.00	3,608.75	451.25
Northville, Mich., station	4,980.00	4,843.14	136.86
Alpena, Mich., station	1,920.00	1,882.72	37.28
Duluth, Minn., station	4,440.00	4,440.00	.....
Neosho, Mo., station	2,820.00	2,820.00	.....
Leadville, Colo., station	4,980.00	4,980.00	.....
Baird, Cal., and Fort Gaston, Cal., stations	3,480.00	2,580.00	900.00
Clackamas, Oreg., station	2,820.00	2,698.80	121.20
Employees at large	13,860.00	13,366.29	493.71
Distribution employees	13,080.00	12,515.30	564.70
Division of inquiry respecting food-fishes	11,740.00	11,194.03	545.97
Division of statistics and methods of the fisheries	14,940.00	14,561.82	378.18
Steamer Albatross	5,200.00	5,200.00	.....
Steamer Fish Hawk	300.00	300.00	.....
Schooner Grampus	6,060.00	6,060.00	.....
Total	168,020.00	163,381.51	4,638.49

EXPENDITURES—Continued.

PROPAGATION OF FOOD-FISHES.

Propagation of food-fishes, 1893 and prior years:		
For the payment of outstanding liabilities incurred during the fiscal years eighteen hundred and ninety-one, eighteen hundred and ninety-two, and eighteen hundred and ninety-three on account of the propagation and distribution of food-fishes and the collection of statistics of the fisheries (U. S. Statutes, 28, p. 430)		$931.94
Expenditures—		
Maintenance of stations—		
Put in Bay, Ohio (whitefish, pike perch, etc.), collection of fish and eggs	$7.50	
Distribution, collection and movement of miscellaneous fishes, movement of cars	710.30	
Salmon and trout, movement of cars	160.98	
Pike-perch, movement of cars	12.80	
	891.58	
Unexpended balance	40.36	
		931.94
Fish hatchery, Vermont:		
Unexpended balance as per report submitted December 3, 1894	4,054.15	
For the completion of the fish-cultural station at St. Johnsbury, Vt., authorized by the act approved March 3, 1891, to be available until expended (U. S. Statutes, 28, p. 430).	8,500.00	
		12,554.15
Expenditures—		
Hatchery building, on account of contract	2,630.00	
Outbuilding and ice house, on account of contract	2,125.00	
Buildings	164.14	
Fence	219.93	
Pond system and water supply	3,066.62	
Equipment	801.11	
Inspector's services	410.32	
Inspector's travel	160.08	
Incidentals	3.75	
	9,580.95	
Unexpended balance June 30, 1895	2,973.20	
		12,554.15
Fish hatchery, New York:		
Unexpended balance as per report submitted December 3, 1894	4,509.60	
For the completion of the United States fish-cultural station on or near the St. Lawrence River, New York, authorized by the act approved March 3, 1891 (U. S. Statutes, 28, p. 387).	7,000.00	
		11,509.60
Expenditures:		
Travel	220.79	
Incidentals	14.12	
	234.91	
Unexpended balance June 30, 1895	11,274.69	
		11,509.60
Fish hatchery, Lake County, Colo.:		
Unexpended balance as per report submitted December 3, 1894	659.25	
For the completion of the United States fish-cultural station in Lake County, Colo., authorized by act approved March 2, 1889 (U. S. Statutes, 28, p. 387)	6,500.00	
		7,159.25

EXPENDITURES—Continued.

PROPAGATION OF FOOD-FISHES—continued.

Fish hatchery, Lake County, Colo.—Continued.

Expenditures:		
Inspector's services	$135.48	
Travel	33.85	
Buildings and ponds	370.10	
	539.43	
Unexpended balance June 30, 1895	6,619.82	
		$7,159.25

Fish hatchery, Texas:

Unexpended balance as per report submitted December 3, 1894	9,226.53	
For the completion of the fish-cultural station at San Marcos, Tex., authorized by the act approved August 5, 1892, to be available until expended (U. S. Statutes, 28, p. 430)	8,300.00	
		17,526.53
Expenditures—		
Plans, advertising, etc	152.94	
Recording deed, etc	3.50	
Surveying	19.10	
Construction of ponds	1,549.32	
Grading roads, etc	1,120.36	
Artesian well	5,729.25	
Equipment	45.80	
Inspector's services	654.19	
Inspector's travel	317.89	
Incidentals	3.90	
	9,596.25	
Unexpended balance June 30, 1895	7,930,28	
		17,526.53

Fish hatchery, Iowa:

For the establishment of a fish-cultural station in the State of Iowa, at a point to be selected by the United States Commissioner of Fish and Fisheries, including the purchase of the necessary lands and water rights, the erection of buildings, construction of ponds, equipment, and such other expenditures necessary to place the station on an efficient basis, (or so much thereof as may be necessary) (U. S. Statutes, 28, p. 386)		15,000.00
Expenditures—		
Expenses selecting site, surveying, travel, etc	304.73	
Plans, specifications, etc	488.42	
	793.15	
Unexpended balance June 30, 1895	14,206.85	
		15,000.00

Fish hatchery, Montana:

Unexpended balance as per report submitted December 3, 1894	5,331.95	
For the completion of the fish-cultural station near Bozeman, Mont., authorized by the act approved August 5, 1892, to be available until expended (U. S. Statutes, 28, p. 430)	6,400.00	
		11,731.95
Expenditures—		
Plans, specifications, and advertising	119.21	
Buildings and ponds	483.08	
Water supply	87.00	
Equipment	29.79	
Inspector's services	276.00	
Inspector's travel	259.93	
Incidentals	9.15	
	1,264.16	
Unexpended balance June 30, 1895	10,467.79	
		11,731.95

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54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 70.

IMPROVEMENT OF DALECARLIA RESERVOIR, WASHINGTON AQUEDUCT.

LETTER

FROM

THE ACTING SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, final report of Col. George H. Elliot on improvement of Dalecarlia Reservoir.

DECEMBER 16, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 11, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated December 9, 1895, together with a copy of final report of Col. George H. Elliot, Corps of Engineers (retired), dated November 15, 1895, on improvement of the Dalecarlia Reservoir.

Very respectfully,

JOSEPH B. DOE,
Acting Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 9, 1895.

SIR: Referring to my annual report for the fiscal year ending June 30, 1895, I have now the honor to submit the accompanying copy of final report of Col. George H. Elliot, Corps of Engineers (retired), on improvement of the Dalecarlia Reservoir.

Colonel Elliot's report, dated November 15, 1895, is an account of operations since the 1st of August last, at which date the reservoir had been restored to use, and is accompanied by a plan of the works

of improvement as completed, showing details of the channels, dams, and tunnels.

I recommend that these papers be transmitted to the Speaker of the House of Representatives.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

IMPROVEMENT OF DALECARLIA RESERVOIR, WASHINGTON AQUEDUCT.

OFFICE OF THE WASHINGTON AQUEDUCT,
Washington, D. C., November 15, 1895.

GENERAL: I have the honor to submit my final report on the improvement of the Dalecarlia Reservoir, being an account of operations since the 1st of August last, at which date the works required for cutting off from the reservoir the waters of East Creek, Mill Creek, and Little Falls Branch, and of the entire watershed of the reservoir (except some small areas under the control of the United States), had been completed and the reservoir had been restored to use. The operations have been as follows:

The contemplated excavation and grading at the head of the reservoir, the earthwork at the Mill Creek and Little Falls Branch dams, the masonry work at the outlet of the channel leading from East Creek into Mill Creek behind the Mill Creek Dam, the raising of the banks of the channels to their full height of 1 foot above the flow line of greatest floods, the two wagon bridges near the west portal of the tunnel under the hill east of Little Falls Branch (Brooke's Hill) and the roads leading to these bridges have been completed. There have been constructed three lattice bridges across the open channels, viz, one at East Creek, one just above the Mill Creek Dam and one just below this dam, and another of these bridges has been constructed on the route from the "north connection" to the shaft in the valley of Little Falls Branch. The side walls of the concrete flume which conducts the water from wasteweir No. 2 of the Washington Aqueduct over the lower portion of the main drainage tunnel under Dalecarlia Hill were raised 1 foot, including their copings of vitrified bricks, it having been found that when there was a full head of water in the Aqueduct and both the waste gates in the dam of the weir were raised the water overran the walls of the flume. A wagon road from a point on Brooke's Hill, near the laborer's cottage, to Mill Creek Dam was constructed, and this dam can now be reached by wagon or carriage from the Conduit road.

There were constructed 800 feet of board fence on the Conduit road over Dalecarlia Hill, in front of the land purchased for the improvement of the reservoir, and 200 feet of wire fence on the border of the same land. The drainage of a short piece of the Little Falls road, just above the Girls' Reform School, was changed on my request by the Engineer Commissioner of the District of Columbia, and this drainage, which is the only drainage likely to pollute the reservoir that could not be and was not provided for by the plans for the improvement works, is now conducted away from the reservoir. A stone suitably marked was planted at the point where the boundary between the District of Columbia and the State of Maryland crosses the outer bank

of the channel leading from East Creek into Mill Creek, and the crossing of this line over the Conduit road was also marked. A survey was made of an encroachment of John B. Scott on the land of the United States pertaining to the reservoir, and recommendation was made in a report to the Chief of Engineers, on September 30 last, that, for reasons stated, Congress be requested to authorize a sale to Mr. Scott of the land encroached upon at a price to be determined by the Secretary of War. Arrangements were made for measuring the daily discharge from the mouth of the main drainage tunnel under Dalecarlia Hill for the purpose of determining the flow from the area, 3,822 acres, comprising the watershed of the reservoir, and these measurements were commenced. If they be continued, and they can be with very little trouble, they will furnish useful and instructive information, and the means for testing the Burkli-Zeigler and other formulæ for determining the discharge of water from drainage areas.

In compliance with my request, I was authorized to construct a small frame cottage dwelling on the line of the works of improvement for the occupation of a laborer whose duty it should be to keep the works in good order and repair, and especially to keep the channels and the grating around the shaft in the valley of Little Falls Branch free of driftwood, ice, and other obstructions tending to prevent a free flow of water into and through the main drainage tunnel in storms and heavy showers. The site selected is on Brooke's Hill, near the eastern end of the dam across the valley of Little Falls Branch, and the cottage has been completed.

The following table shows the areas, the dates of the deeds, and the dates of the records of the deeds in the cases of the eight parcels of land in Montgomery County, Md., which, in addition to the five parcels reported in my annual report for 1894, were purchased for this improvement:

Grantor.	Area.	Date of deed.	Date of record of deed.	Improved or unimproved.
	Acres.			
William D. Brooke	.33⅓	Dec. 18, 1894	Jan. 3, 1895	Unimproved.
R. W. Morgan and C. H. Weser	.87	Aug. 9, 1895	Aug. 17, 1895	
		Aug. 10, 1895	.....do	Do.
Do	.51	Aug. 9, 1895	.....do	
		Aug. 10, 1895	.....do	Do.
Mary Harrison	1.03	Aug. 14, 1895	.....do	Do.
Heirs of Charles Shoemaker	.50	Sept. 19, 1895	Oct. 29, 1895	Do.
Do	1.33⅓	.....do	.....do	Do.
James Harper	.682	Oct. 2, 1895	Oct. 11, 1895	Improved.
R. H. Harper	.06	Oct. 12, 1895	Oct. 15, 1895	Do.

There is required for the improvement of the reservoir a remaining parcel of land (unimproved), owned by John P. Hickey, that I have not been able to purchase. It lies close to the border of the reservoir and drains into it. The rate that I offered for this parcel (subject to the approval of the Secretary of War) was $1,200 per acre, at which rate I had purchased two other unimproved parcels, precisely similarly situated between the Conduit road and the reservoir. The rate demanded by Hickey was 15 cents per square foot, or $6,534 an acre. The difference between the cost of the parcel at this rate and what, in my judgment, is a fair price for it, viz, $1,200 an acre, is $2,178, and there being no possibility of an agreement, I asked in my letter of October 17 last that proceedings in condemnation be instituted against this parcel.

I send herewith a plan of the works of improvement as completed, showing the details of the channels, dams, and tunnels.

The appropriations for this work have been as follows:

Act of March 3, 1893	$60,000.00
Act of August 7, 1894	52,500.00
Act of March 2, 1895	37,500.00
	150,000.00

Money statement.

July 1, 1895, balance unexpended		$32,044.27
November 15, 1895, amount expended from July 1, 1895		28,857.24
		3,187.03
November 15, 1895, outstanding liabilities		153.94
November 15, 1895, balance available		3,033.09

Respectfully submitted.

GEORGE H. ELLIOT,
Colonel of Engineers (retired).

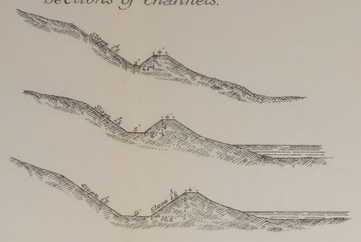
Brig. Gen. W. P. CRAIGHILL,
Chief of Engineers, U. S. A.

DALECARLIA RESERVOIR

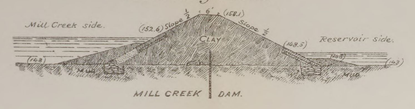
and its works of improvement

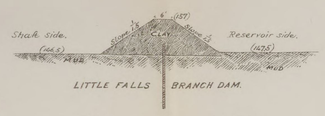
1894-5.

Sections of channels.



Sections of dams.



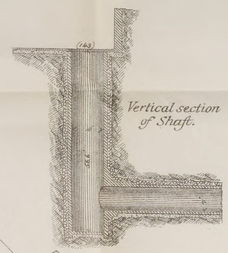


Section of drainage tunnels.

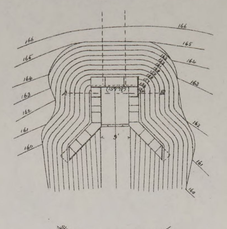


Hor. section of Shaft.



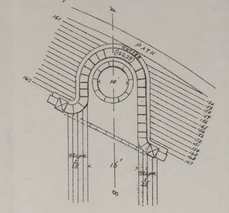


Plan and section of east portal of tunnel under Brookes hill.



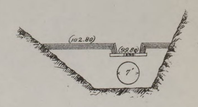
SECTION ON LINE A.B.

Plan and section of Shaft in the valley of Little Falls Branch.



SECTION ON LINE A.B.

Elevation of portal of tunnel under Dalecarlia hill.



TUNNELS.	Lengths. FEET.	Slopes.
Tunnel under Dalecarlia Hill	965.6	.0031
" " Brookes "	400.5	.0041
Aggregate	1366.1	

OPEN CHANNELS.	Lengths. FEET.	Slopes.
9' channel	1395	.0012
5' "	3125	.0030
2' "	399	.0037
Aggregate	4919	

DAMS.	Lengths. FEET.	Heights. FEET.
Little Falls Branch	230	11.5
Mill Creek	325	15.1
East Creek	58	10.3
" " Branch	16	2.0
Aggregate	629	

Dalecarlia reservoir improvement.
Office of the Washington Aqueduct.
November 15th 1895.

Sent to the Chief of Engineers with report of this date.

George H. Elliot.
Colonel of Engineers (Retired)

COLONEL GEORGE H. ELLIOT.
CORPS OF ENGINEERS U.S.A.
FRED. W. JOHNSTON ASST. ENGINEER.
PETER McATEE TUNNEL FOREMAN.

H Doc. 70 .54 1

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 71.

SURVEY OF SEBEWAING RIVER, MICHIGAN.

LETTER

FROM

THE ACTING SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of plan and estimate for the improvement of Sebewaing River, Michigan.

DECEMBER 16, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 11, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated December 7, 1895, together with a copy of report from Lieut. Col. G. J. Lydecker, Corps of Engineers, dated November 30, 1895, giving plan and estimate for the improvement of Sebewaing River, Michigan, in compliance with the provisions of the river and harbor act of August 17, 1894.

Very respectfully,

JOSEPH B. DOE,
Acting Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 7, 1895.

SIR: I have the honor to submit the accompanying report, dated the 30th ultimo, with two maps, from Lieut. Col. G. J. Lydecker, Corps of Engineers, giving plan and estimate for the improvement of Sebewaing River, Michigan, made to comply with requirements of the river and harbor act of August 17, 1894.

The plan of improvement proposed is to dredge the entrance channel for a length of about 15,000 feet, to a width of 100 feet, and depth of 8 feet below the datum plane of the survey of 1895.

The amount of material to be dredged is estimated to be 111,267 cubic yards, scow measurement, and the estimated cost is, in round numbers, $37,000.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF SEBEWAING RIVER, MICHIGAN.

UNITED STATES ENGINEER OFFICE,
Detroit, Mich., November 30, 1895.

GENERAL: To comply with the requirements of the river and harbor act of August 17, 1894, I submit below plan and estimate for the improvement of the Sebewaing River, Michigan.

The report on preliminary examination made at this locality in December, 1892, was submitted from this office under date of January 27, 1893, and is printed in the Report of the Chief of Engineers, U. S. A., for 1893, pages 2950 to 2952; also in House Ex. Doc. No. 237, Fifty-second Congress, second session. This report concludes that the formerly dredged entrance channel is worthy of improvement to the extent of a moderate increase in width and depth. The plan of improvement and estimate of cost now submitted are limited accordingly, and are as follows:

Plan of improvement.—To dredge the entrance channel to a width of 100 feet and depth of 8 feet below the datum plane of the survey of 1895. At the present stage of water in the lake this would give a navigable depth of barely 5½ feet. The length of dredged channel would be about 15,000 feet, and the amount to be excavated is estimated to be 111,267 cubic yards, scow measurement.

Estimate of cost.—The material to be dredged is compact, a mixture of sand and gravel in some parts, hardpan and bowlders in others. The cost of its removal may be averaged at 30 cents per cubic yard, which would make the total cost of the proposed improvement, in round numbers, $37,000, estimated as follows:

Dredging 111,267 cubic yards, at 30 cents	$33,380.10
Add 10 per cent for contingencies	3,338.01
Total	36,718.11

Two tracings of maps, platted from a survey made on the ice in January, 1895, are forwarded by to-day's mail in a separate roll. They contain the data on which the estimate is based and show the location of the proposed channel.

Very respectfully, your obedient servant,

G. J. LYDECKER,
Lieutenant-Colonel of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

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Detail Map of Survey of

SEBEWAING RIVER, MICH.

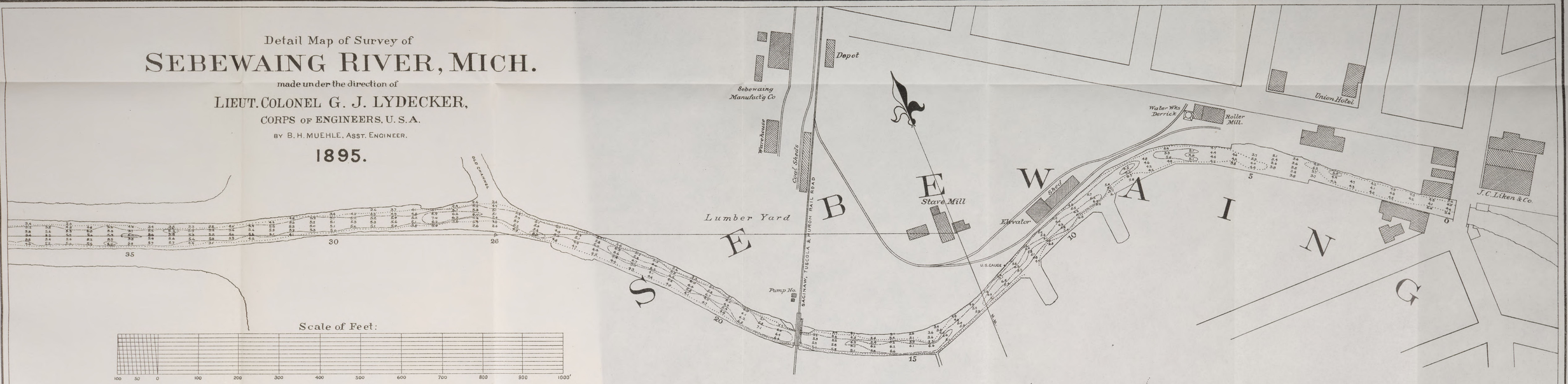
made under the direction of

LIEUT. COLONEL G. J. LYDECKER,

CORPS OF ENGINEERS, U.S.A.

BY B. H. MUEHLE, ASST. ENGINEER.

1895.



NOTE:

All Soundings are expressed in feet and tenths and referred to the zero of the gauge at Sand Beach Harbor at Refuge, Lake Huron, which is 5.7 ft bel. H.W. 1888. The local gauge is spiked to the second pile near the west end of the Elevator dock, its zero is 5.68 ft below the top of the cap timber and 1.4 ft. below L.H. datum. The soundings were taken through holes bored in the ice from the 9th to the 11th of January 1895, the gauge readings during these days varying betw. 1.8 and 1.8 feet below Lake Huron datum plane.

PROJECT OF IMPROVEMENT:

To dredge a channel 100 ft. wide, 8 ft. deep from A to B.

Estimated Cost: $37,000.00

Forwarded to the Chief of Engineers, U.S.A. with report of November 30, 1895.

G. J. Lydecker

Lt. Colonel of Engineers, U.S.A.

PROJECT OF IMPROVEMENT:

To dredge a channel 100 ft. wide, 8 ft deep from A to B.

Estimated Cost: $ 37,000.00

Forwarded to the Chief of Engineers, U.S.A. with report of November 30, 1895.

Lt. Colonel of Engineers, U.S.A.

INDEX MAP.

Survey of

SEBEWAING RIVER, MICH.

made under the direction of

LIEUT. COLONEL G. J. LYDECKER,

CORPS OF ENGINEERS, U.S.A.

BY B. H. MUEHLE, ASST. ENGINEER.

1895.

S A G I N A W

B A Y

MAG. MER.

N. 68° 10' W.

N. 83° 36' E.

375'

69° 55'

70° 15'

53° 55'

20° 02'

Fish Point

Vandemark's Net Shanty

To Water Wks. Derrick

To Sta E

Sebewaing Manufg Co

Depot

Coal Shed

Store

Mill

Elevator

Hotel

Hotel

U.S. Prison

J.C. Tilzen & Co

Sebewaing Coal Co.

S E B E W A I N G

SAGINAW, BUSCO & HURON R. R.

Scale of Feet:

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

Note:

All Soundings are expressed in feet and tenths and referred to the zero of the gauge at Sand Beach Harbor of Refuge Lake Huron, which is 3.7 feet below high water of 18.38.

The local gauge is spiked to the second pile near the west end of the Elevator dock, its zero is 5.05 feet below the top of the cap timber and 1.4 feet below the Lake Huron datum.

Soundings were taken Jan 9. - 17. 1896, gauge readings varying between 1.3 and 1.8 feet below L. H. datum plane.

PROJECT OF IMPROVEMENT
To Straighten and Improve 300 ft. wide, S.P. Line
Scale of Feet
Engineer's Office
S
A
C
B

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 72.

SURVEY OF BELLE RIVER, MICHIGAN.

LETTER

FROM

THE ACTING SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of plan and estimate for improving Belle River, Michigan.

DECEMBER 16, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 11, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated December 7, 1895, together with a copy of a report from Lieut. Col. G. J. Lydecker, Corps of Engineers, dated November 30, 1895, giving plan and estimate for improving Belle River, Michigan, made in compliance with a provision in the river and harbor act of August 17, 1894.

Very respectfully,

JOSEPH B. DOE,
Acting Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 7, 1895.

SIR: I have the honor to submit the accompanying report of the 30th ultimo, with map, from Lieut. Col. G. J. Lydecker, Corps of Engineers, giving plan and estimate for improving Belle River, Michigan, made in compliance with a provision in the river and harbor act of August 17, 1894.

The plan of improvement proposed is to redredge the river from its mouth to the second bridge above, so as to provide a channel 75 feet wide in the middle of the stream, with a navigable depth of 15 feet as

far up as the first bridge and of 14 feet thence to the second bridge; the total length of such channel is 5,400 feet.

Colonel Lydecker estimates that the work proposed will cost, in round numbers, $21,500.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF BELLE RIVER, MICHIGAN.

UNITED STATES ENGINEER OFFICE,
Detroit, Mich., November 30, 1895.

GENERAL: Pursuant to the requirements of the river and harbor act of August 17, 1894, I have to submit the following plan and estimate for improving the "Belle River, Michigan."

Report on a preliminary examination of this stream, made in December, 1892, was submitted from this office under date of January 27, 1893, and is published in the Report of the Chief of Engineers, United States Army, for 1893, pages 2956 to 2958, as also in House Ex. Doc. No. 234, Fifty-second Congress, second session.

The plan of improvement now submitted conforms with the recommendations contained in the above-named report, as follows: To redredge the river from its mouth to the second bridge above, so as to provide a channel 75 feet wide in the middle of the stream, with a navigable depth of 15 feet as far up as the first bridge, and of 14 feet thence to the second bridge. The total length of such channel is 5,400 feet, of which 2,500 feet is from the mouth to the first bridge and 2,800 from the first to the second bridge.

The estimate of cost, based on the last contract price for dredging in this river, is, in round numbers, $21,500, as follows:

Estimated amount of dredging, scow measurement	cubic yards..	97,000
Estimated cost per cubic yard	cents..	20
Estimated cost of dredging		$19,400
Add 10 per cent for contingencies		1,940
Total		21,340

The report on the preliminary examination notes the need of well-defined wharf lines adjoining the improved channel, and therefore recommends that harbor lines be established there before the project of improvement is carried out.


A tracing of the river is forwarded by to-day's mail in a separate roll.

Very respectfully, your obedient servant,

G. J. LYDECKER,
Lieutenant-Colonel of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

EVA DR
WAR
S.Peter
Hoop Mill
ST
WILL



54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 73.

SURVEY OF PINE RIVER, AT ST. CLAIR CITY, MICH.

LETTER

FROM

THE ACTING SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of project and estimate of cost for the improvement of Pine River, at St. Clair City, Mich.

DECEMBER 16, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 11, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated December 7, 1895, together with a copy of report from Lieut. Col. G. J. Lydecker, Corps of Engineers, dated November 30, 1895, giving a project and estimate of cost for the improvement of Pine River, at St. Clair City, Mich., made by him in compliance with the provisions of the river and harbor act of August 17, 1894.

Very respectfully,

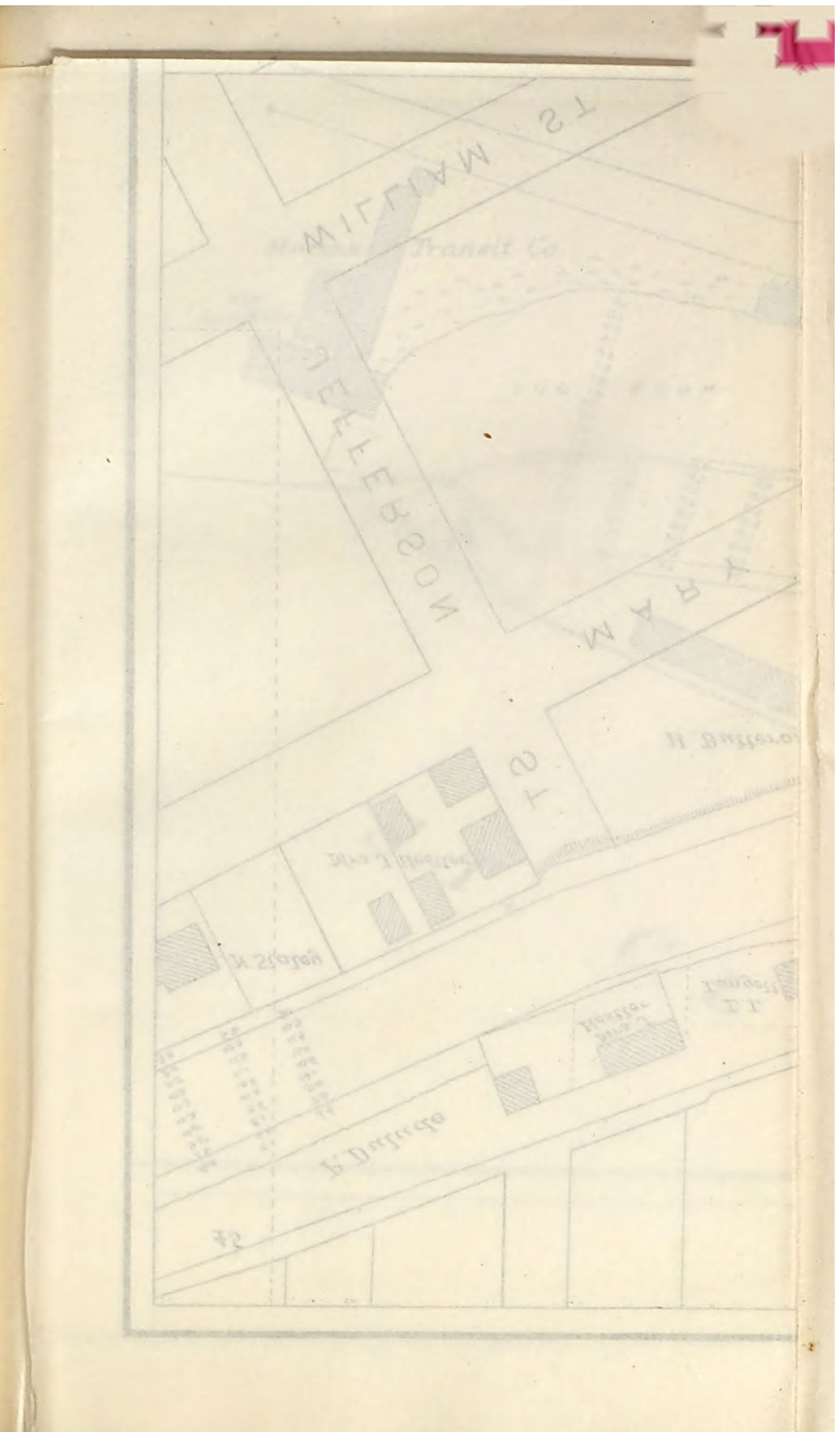
JOSEPH B. DOE,
Acting Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 7, 1895.

SIR: I have the honor to submit herewith a report, dated the 30th ultimo, with map, from Lieut. Col. G. J. Lydecker, Corps of Engineers, giving a project and estimate of cost for the improvement of Pine River, at St. Clair City, Mich., made in compliance with a requirement in the river and harbor act of August 17, 1894.

The project is for dredging the river from its mouth to Belknap's brickyards, a distance of about 5,800 feet, the dredged channel to be


MILLIAM ST
TELEBRAPH
WABASH

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 73.

SURVEY OF PINE RIVER, AT ST. CLAIR CITY, MICH.

LETTER

FROM

THE ACTING SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of project and estimate of cost for the improvement of Pine River, at St. Clair City, Mich.

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Very respectfully,

JOSEPH B. DOE,
Acting Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 7, 1895.

SIR: I have the honor to submit herewith a report, dated the 30th ultimo, with map, from Lieut. Col. G. J. Lydecker, Corps of Engineers, giving a project and estimate of cost for the improvement of Pine River, at St. Clair City, Mich., made in compliance with a requirement in the river and harbor act of August 17, 1894.

The project is for dredging the river from its mouth to Belknap's brickyards, a distance of about 5,800 feet, the dredged channel to be

100 feet wide with a navigable depth of 14 feet up to the "shipyard," and thence 75 feet wide with a navigable depth of 12 feet.

Colonel Lydecker estimates that the proposed improvement will cost $10,560.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF PINE RIVER, AT ST. CLAIR CITY, MICH.

UNITED STATES ENGINEER OFFICE,
Detroit, Mich., November 30, 1895.

GENERAL: In compliance with the requirements of the river and harbor act of August 17, 1894, I have the honor to submit the following estimate of cost of improving Pine River, at St. Clair City, Mich.

The improvement contemplated in this estimate is that indicated in the report of a preliminary examination made in December, 1892, which is printed on pages 2954 and 2955, Report of the Chief of Engineers, United States Army, for 1893, and also in House Ex. Doc. No. 235, Fifty-second Congress, second session. The project may be described as follows: To dredge the river from its mouth to Belknap's brickyards, a distance of about 5,800 feet, the dredged channel to be 100 feet wide with a navigable depth of 14 feet up to the "shipyard," and thence 75 feet wide with a navigable depth of 12 feet.

No complete survey was called for in this instance, but simply a project and estimate of cost. The estimate now submitted is based on old data on file in this office and a personal examination of the stream made in September, 1894. The estimate is as follows:

(*a*) Dredging 22,000 cubic yards, scow measurement, to make channel 100 feet wide, 14 feet deep, from mouth of river to "shipyard," at 20 cents per cubic yard	$4,400
(*b*) Dredging 26,000 cubic yards, scow measurement, to make channel 75 feet wide, 12 feet deep, from "shipyard" to Belknap's brickyard, at 20 cents per cubic yard	5,200
Total for dredging	9,600
Add 10 per cent for contingencies	960
Total estimated cost of improvement	10,560

A tracing of the river, showing the limits of channels referred to above, is forwarded by to-day's mail in a separate roll.

Very respectfully, your obedient servant,

G. J. LYDECKER,
Lieutenant-Colonel of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

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Examination of

PINE RIVER at ST. CLAIR, MICH.

by

LIEUT. COLONEL G. J. LYDECKER,
CORPS OF ENGINEERS, U.S.A.

September 11, 1894.

Scale: 1 inch = 300 feet.

100 0 100 200 300 400 500 600 700 800 900 1000

ST. CLAIR

RIVER

Walker's Brickyard.

Pine River.

Belknaps Brickyard.

Brickyard

St Clair Brick Co

Shipyard

Pine River.

A

B

C

R.R. Dock.

PROJECT OF IMPROVEMENT:

To dredge channel from A to B, 100 feet wide 14 feet deep, and from B to C, 75 feet wide 12 feet deep.
Estimated Cost: $10,560.00

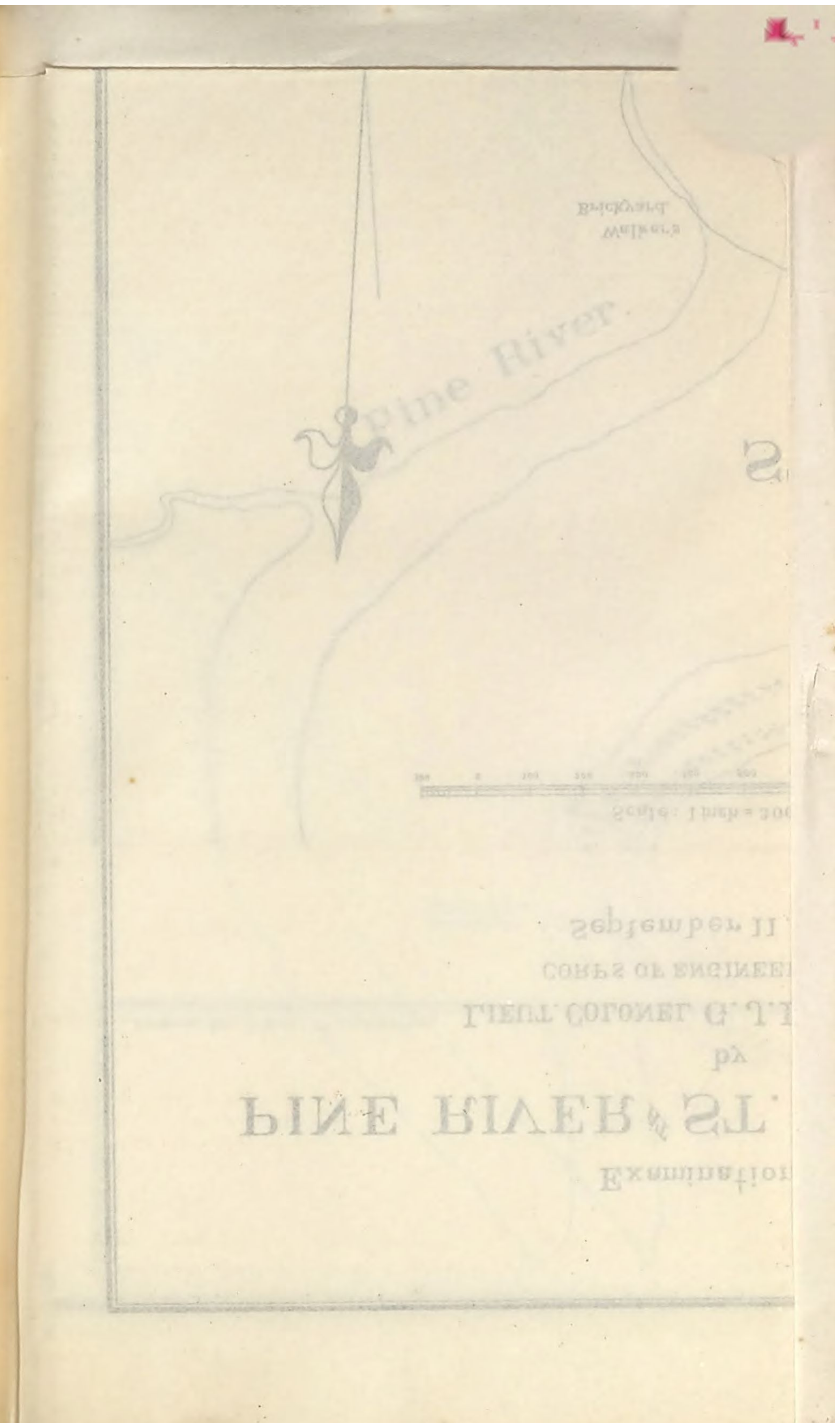
Forwarded to Chief of Engineers, U.S.A.
with report of Nov. 30. 1895

G. J. Lydecker

Lt. Colonel of Engineers, U.S.A.

Drawn by Thos. P. Oglesby.

H Doc. 73 54 1


Pine River.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 74.

MRS. ROWENA CLARK AND ANNIE LAWRENCE.

Letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the case of Mrs. Rowena Clark and Annie Lawrence against the United States.

DECEMBER 16, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE.

WASHINGTON, *December 13, 1895.*

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in the aforesaid causes, which cases were referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 2202. Mrs. Rowena Clark *v.* the United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Mrs. Rowena Clark, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed October 19, 1892.

[Court of Claims. Congressional case No. 2202. Mrs. Rowena Clark *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 20th day of January, 1888.

On a preliminary inquiry the court on the 19th day of October, 1892, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 20th day of November, 1895.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by John G. Capers, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in her petition makes the following allegations:

That she is a citizen of the United States residing in Warren County, State of Mississippi, where she resided during the late war of the rebellion; that during the said period the United States forces, by proper authority, took from her quartermaster stores of the value of $15,000 and appropriated the same to the use of the United States Army, as follows:

Materials for buildings and brick wall..... $15,000

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

There were taken from Mrs. Rowena Clark, of Warren County, Miss., during the war for the suppression of the rebellion, by military authority for the use of the United States Army, property of the kind described in the petition, the reasonable value of which at the time and place of taking was fifteen hundred dollars ($1,500), which does not appear to have been paid for.

BY THE COURT.

Filed November 25, 1895.

A true copy.

Test this 13th day of December, 1895.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 3636. Annie Lawrence *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Annie Lawrence, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed June 19, 1893.

[Court of Claims. Congressional case No. 3636. Annie Lawrence *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 10th day of April, 1888.

On a preliminary inquiry the court, on the 19th day of June, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 7th day of November, 1895.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by Charles W. Russell, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in her petition makes the following allegations:

That she is a citizen of the United States residing in Fayette County, State of Tennessee, where she resided during the late war of the rebellion; that at different times during said period the United States forces, by proper authority, took from her quartermaster stores and commissary supplies of the value of $500, and appropriated the same to the use of the United States Army, as follows:

1 mule	$200
2 horses	300
Total	500

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

There were taken from Annie Lawrence, of Fayette County, Tenn., during the war for the suppression of the rebellion, by military authority, for the use of the United States Army, property of the kind described in the petition, the reasonable value of which at the time and place of taking was two hundred dollars ($200), which does not appear to have been paid for.

BY THE COURT.

Filed November 25, 1895.
A true copy.
Test this 11th day of December, 1895.

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[SEAL.]

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 75.

CASES DISMISSED BY THE COURT OF CLAIMS.

LETTER FROM THE ASSISTANT CLERK OF THE COURT OF CLAIMS TRANSMITTING A LIST OF CASES WHEREIN CLAIMANTS FOR RECOMPENSE FOR STORES AND SUPPLIES ALLEGED TO HAVE BEEN FURNISHED THE GOVERNMENT HAVE FAILED TO PROVE LOYALTY.

DECEMBER 16, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 11, 1895.

SIR: Pursuant to the order of the Court of Claims, I herewith transmit a list of cases (disposed of since the last former return) of claims for stores and supplies alleged to have been taken by or furnished to the military or the naval forces of the United States for their use during the late war for the suppression of the rebellion, transmitted to the Court of Claims by the Committee on War Claims of the House of Representatives, under the act of March 3, 1883, commonly called the "Bowman Act," in which the court, on a preliminary inquiry, has found upon the evidence that it does not appear that the person or persons alleged to have furnished stores and supplies, or from whom stores and supplies were alleged to have been taken, were loyal to the Government of the United States throughout said war, and which have been dismissed for that cause, under section 4 of said act, for want of further jurisdiction.

I transmit also a copy of the finding and order filed by the court in each of said causes, being cases dismissed prior to October 28, 1895.

Very respectfully,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

List of cases under act of March 3, 1883, dismissed for want of further jurisdiction, on the preliminary inquiry of loyalty.

Docket No.	Name of claimant.	Date of transmittal by Committee on War Claims of the House of Representatives.
588	John A. Wallis	Mar. 12, 1886
4327	Mannella Pol, administratrix of Miguel Pol, deceased	Mar. 9, 1888
499	William Lucas's administrator	Feb. 17, 1886
7544	Sarah E. Hampton, administratrix of Calvin E. Stewart, deceased	Apr. 10, 1890
8872	Estate of Hugh R. Love, deceased	Mar. 28, 1892
1655	James P. Lowry	Feb. 20, 1887
1666	Elizabeth Manning	Do.
9145	Samuel Ward	July 8, 1892
3678	Estate of Thomas J. Gibson, deceased	Mar. 6, 1888

List of cases under act of March 3, 1883, dismissed, etc.—Continued.

Docket No.	Name of claimant.	Date of transmittal by Committee on War Claims of the House of Representatives.
7484	Jefferson Burnett	Mar. 15, 1890
4887	George Wood	July 10, 1888
5190	William E. Bolls	Do.
8606	Nancy J. Waldrop	Feb. 18, 1892
8707	Susan W. Peterson	Mar. 10, 1892
8959	J. O. W. Jones, administrator of Owen W. Jones, deceased	Apr. 4, 1892
7496	Ransom Hester	Mar. 15, 1890
1069	C. W. Margraves, administrator of Absalom Robinson, deceased	June 17, 1886
3777	Henry Kibbler	Mar. 6, 1888
5553	Mrs. F. A. Lea	Aug. 1, 1888
7451	Alexander R. Leonard	Mar. 6, 1890
8920	Martha A. Futrell, administratrix of Benjamin J. Futrell, deceased	Mar. 31, 1892
9128	John Eldridge	July 9, 1892
850	Frank Johnson	May 13, 1886
1821	R. W. Wright, administrator of Joseph C. Williams, deceased	Feb. 27, 1887
1735	James D. Scott	Do.
3414	William Donelly	Mar. 30, 1888
6539	J. C. Creel, administrator of Edward W. Reynolds, deceased	Oct. 1, 1888
7960	James L. Lowry	Aug. 6, 1890
8723	Jackson Warren	Mar. 8, 1892
486	Ralph P. Miller	Feb. 17, 1886
3168	Dorville A. Landry, administrator of Dorville A. Landry, deceased	Mar. 16, 1888
5631	C. A. Hill, administrator of James M. Hill, deceased	Aug. 6, 1888
472	James M. Lee	Feb. 9, 1886
3613	Q. K. Underwood	Apr. 10, 1888
5212	Estate of Richard Hayworth, deceased	July 10, 1888
8659	George B. Slusher	Mar. 2, 1892
1491	Samuel Tuckwiller	Feb. 12, 1887
1521	Emma L. Newman, administratrix of Mary Newman, deceased	Feb. 8, 1887
5133	R. W. Mitchell's executors	July 10, 1888
5182	William T. Austin	Do.
8974	Richard Meager	Apr. 4, 1892
751 1908	Amanda Sasser's administrator	Mar. 4, 1887
9223	Estate of Harriet A. Robb, deceased	July 16, 1892
6922	Hector McMillan	Feb. 19, 1889
4531	Granville Kirkpatrick, administrator of Pleasant M. Kirkpatrick, deceased	May 4, 1888
5556	J. F. Rucker, administrator of Mahala Rucker, deceased	Aug. 1, 1888
635	Robert W. Renick	Mar. 11, 1886
5127	Mrs. Elizabeth E. Jordan, administratrix of William Jordan, deceased	July 10, 1888
5986	Joseph Jarrett	Aug. 16, 1888
377	Sallie H. Maclin, administratrix of F. R. Maclin, deceased	Mar. 2, 1885
3549	R. O. Davidson, administrator of George W. S. Davidson, deceased	Mar. 6, 1888
4515	William Preston	May 4, 1888
9160	Alex'r Mason, administrator of Foster Mason, deceased	July 13, 1892
5219	Estate of William H. Craig	July 10, 1888
9006	H. P. and S. E. Long, administrators of John W. Long, deceased	Apr. 21, 1892
6859	Reese B. Porter and Robert C. Foster, administrators of Walter S. Sherrod, deceased.	Feb. 14, 1889
3753	Peter Lynch and James Lynch, executors of Patrick Lynch, deceased	Mar. 6, 1888
4590	Pierson Peeples, trustee of Isham Peeples	May 11, 1888
8696	Thomas W. Nicholson	Mar. 7, 1892
884	A. H. Taylor, administrator of Margaret Tyler, deceased	May 17, 1886
1907	Estate of Charles T. Weston	Feb. 16, 1887
3307	Martha R. Blanton, widow of Orville M. Blanton, deceased	Mar. 27, 1888
3641	Mrs. M. V. Smith, administratrix of James F. Smith, deceased	Apr. 10, 1888
8972	Richard Fletcher	Apr. 8, 1892
9153	Mark P. Stone	July 11, 1892
1464	James M. Newby	Feb. 8, 1887
8940	Mrs. Ann C. Donelson	Apr. 4, 1892
7306	James F. Wooley	Feb. 17, 1890
3158	W. P. Doran	Mar. 16, 1888
1522	Estate of Hiram Showman	Feb. 12, 1887
1639	D. D. Fleming, administrator of William Fleming, deceased	Do.
5040	Ivin M. Fortinberry	July 10, 1888
9137	John R. Buie, administrator of Rebecca Buie, deceased	July 8, 1892
900	M. D. Davie	May 17, 1886
901	Winston J. Davie	Do.
8545	James Williams	Feb. 15, 1892
2175	Wiley E. Blount	Feb. 10, 1888
1471	Estate of Noah K. Eagle	Feb. 4, 1887
4643	D. Tilley, husband of Minerva Tilley	June 5, 1888
5532	Edmond T. Riggs	Aug. 1, 1888
7041	Mary A. De Graffenreid	Feb. 26, 1889
5758	Matthew Mahan	Aug. 6, 1888
5261	Estate of A. L. Burem, deceased	July 10, 1888
7602	Estate of Isaac Bates, deceased	Apr. 17, 1890

[Court of Claims. Congressional, No. 588. John A. Wallis *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that John A. Wallis, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 29, 1889.

[Court of Claims. Congressional, No. 4327. Mannella Pol, administratrix of Miguel Pol, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that said Miguel Pol, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed November 11, 1889.

[Court of Claims. Congressional, No. 499. William Lucas's administrator *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that William Lucas, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 14, 1891.

[Court of Claims. Congressional, No. 7544. Sarah E. Hampton, administratrix of Calvin E. Stewart, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Calvin E. Stewart (since deceased), the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 11, 1892.

[Court of Claims. Congressional, No. 8872. Estate of Hugh R. Love, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Hugh R. Love, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed January 9, 1893.

[Court of Claims. Congressional, No. 1655. James P. Lowry *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds

that upon the evidence it does not appear that James P. Lowry, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 8, 1893.

[Court of Claims. Congressional, No. 1666. Elizabeth Manning *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Elizabeth Manning, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 8, 1893.

[Court of Claims. Congressional, No. 9145. Samuel Ward *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Samuel Ward, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 22, 1893.

[Court of Claims. Congressional, No. 3678. Estate of Thomas J. Gibson, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Thomas J. Gibson, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 11, 1893.

[Court of Claims. Congressional, No. 7484. Jefferson Burnett *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Jefferson Burnett, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed March 5, 1894.

[Court of Claims. Congressional, No. 4887. George Wood *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that George Wood, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed June 11, 1894.

[Court of Claims. Congressional, No. 5190. William E. Bolls *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that William E. Bolls, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed June 11, 1894.

[Court of Claims. Congressional, No. 8606. Nancy J. Waldrop *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Nancy J. Waldrop, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed June 11, 1894.

[Court of Claims. Congressional, No. 8707. Susan W. Peterson *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Susan W. Peterson, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed June 11, 1894.

[Court of Claims. Congressional, No. 8959. J. O. W. Jones, administrator of Owen W. Jones, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Owen W. Jones, deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed June 11, 1894.

[Court of Claims. Congressional, No. 7496. Ransom Hester *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Ransom Hester, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed June 18, 1894.

[Court of Claims. Congressional, No. 1069. C. W. Margraves, administrator of Absalom Robinson, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that

upon the evidence it does not appear that Absalom Robinson, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed November 12, 1894.

[Court of Claims. Congressional, No. 3777. Henry Kibler *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Henry Kibler, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed November 12, 1894.

[Court of Claims. Congressional, No. 5553. Mrs. F. A. Lea *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Mrs. F. A. Lea, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed November 12, 1894.

[Court of Claims. Congressional, No. 7451. Alexander R. Leonard *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Alexander R. Leonard, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed November 12, 1894.

[Court of Claims. Congressional, No. 8920. Martha A. Futrell, administratrix of Benjamin J. Futrell, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Benjamin J. Futrell, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed November 12, 1894.

[Court of Claims. Congressional, No. 9128. John Eldridge *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that John Eldridge, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed November 19, 1894.

[Court of Claims. Congressional, No. 850. Frank Johnson *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Frank Johnson, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed November 26, 1894.

[Court of Claims. Congressional, No. 1821. R. W. Wright, administrator of Joseph C. Williams deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Joseph C. Williams, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 3, 1894.

[Court of Claims. Congressional, No. 1735. James D. Scott *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that James D. Scott, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the cause is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 3, 1894.

[Court of Claims. Congressional, No. 3414. William Donelly *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that William Donelly, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 3, 1894.

[Court of Claims. Congressional, No. 6539. J. C. Creel, administrator of Edward W. Reynolds, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Edward W. Reynolds, deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 3, 1894.

[Court of Claims. Congressional, No. 7960. James L. Lowry *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late

war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that James L. Lowry, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 3, 1894.

[Court of Claims. Congressional, No. 8723. Jackson Warren *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States, for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Jackson Warren, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 3, 1894.

[Court of Claims. Congressional, No. 486. Ralph. P. Miller *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Ralph. P. Miller, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 10, 1894.

[Court of Claims. Congressional, No. 3168. Dorville A. Landry, administrator of Dorville A. Landry, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Dorville A. Landry, now deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for the want of further jurisdiction.

BY THE COURT.

Filed December 10, 1894.

[Court of Claims. Congressional, No. 5631. C. A. Hill, administrator of James M. Hill, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that James M. Hill, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 10, 1894.

[Court of Claims. Congressional, No. 472. James M. Lee *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppresslon of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that James M. Lee, the person alleged to

have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 24, 1894.

[Court of Claims. Congressional, No. 3613. Q. K. Underwood *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Q. K. Underwood, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 24, 1894.

[Court of Claims. Congressional, No. 5212. Estate of Richard Hayworth, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Richard Hayworth, deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 24, 1894.

[Court of Claims. Congressional, No. 8659. George B. Slusher *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that George B. Slusher, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed December 24, 1894.

[Court of Claims. Congressional, No. 1491. Samuel Tuckwiller *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Samuel Tuckwiller, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed January 7, 1895.

[Court of Claims. Congressional, No. 1521. Emma L. Newman, administratrix of Mary Newman, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Mary Newman, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed January 7, 1895.

[Court of Claims. Congressional, No. 5133. Nancy J. Mitchell and J. Y. Mitchell, executors of R. W. Mitchell, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that R. W. Mitchell, deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed January 7, 1895.

[Court of Claims. Congressional, No. 5182. William T. Austin *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that William T. Austin, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed January 7, 1895.

[Court of Claims. Congressional, No. 8974. Richard Meager *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Richard Meager, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed January 7, 1895.

[Court of Claims. Congressional, Nos. 751 and 1908. Jesse W. Pollitt, administrator, etc., *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Amanda Sasser, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed January 7, 1895.

[Court of Claims. Congressional, No. 9223. Estate of Harriet A. Robb, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Harriet A. Robb, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed January 7, 1895.

[Court of Claims. Congressional, No. 6922. Hector McMillan *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late

war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Hector McMillan, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed January 21, 1895.

[Court of Claims. Congressional, No. 4531. Granville Kirkpatrick, administrator of Pleasant M. Kirkpatrick, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Pleasant M. Kirkpatrick, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed January 28, 1895.

[Court of Claims. Congressional, No. 5556. J. F. Rucker, administrator of Mahala Rucker, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Mahala Rucker, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed January 28, 1895.

[Court of Claims. Congressional, No. 635. Robert W. Renick *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Robert W. Renick, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed February 18, 1895.

[Court of Claims. Congressional, No. 5127. Mrs. Elizabeth E. Jordan, administratrix of William Jordan, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that William Jordan, deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed February 18, 1895.

[Court of Claims. Congressional, No. 5986. Joseph Jarrett *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Joseph Jarrett, the person alleged to

have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed February 18, 1895.

[Court of Claims. Congressional, No. 377. Sallie H. Maclin, administratrix of F. R. Maclin, deceased *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that F. R. Maclin, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed February 25, 1895.

[Court of Claims. Congressional, No. 3549. R. O. Davidson, administrator of George W. S. Davidson deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that George W. S. Davidson, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed February 25, 1895.

[Court of Claims. Congressional, No. 4515. William Preston *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that William Preston, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war. And the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed February 25, 1895.

[Court of Claims. Congressional, No. 9160. Alex. Mason, administrator of Foster Mason, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Foster Mason, deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed February 25, 1895.

[Court of Claims. Congressional, No. 5219. Estate of William H. Craig *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that William H. Craig, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed March 4, 1895.

[Court of Claims. Congressional, No. 9006. H. P. and S. E. Long, administrators of John W. Long, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that John W. Long, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed March 4, 1895.

[Court of Claims. Congressional, No. 6859. Reese B. Porter and Robert C. Foster, administrators of Walter S. Sherrod, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not find that Walter S. Sherrod, deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed March 11, 1895.

[Court of Claims. Congressional, No. 3753. Peter Lynch and James Lynch, executors of Patrick Lynch, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Patrick Lynch, deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed March 18, 1895.

[Court of Claims. Congressional, No. 4590. Pierson Peeples, trustee of Isham Peeples, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Isham Peeples, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed March 18, 1895.

[Court of Claims. Congressional, No. 8696. Thomas W. Nicholson *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Thomas W. Nicholson, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed March 25, 1895.

[Court of Claims. Congressional, No. 884. A. H. Taylor, administrator of Margaret Tyler, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Margaret Tyler, deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 1, 1895.

[Court of Claims. Congressional, No. 1907. Estate of Charles T. Weston *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Charles T. Weston, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 1, 1895.

[Court of Claims. Congressional, No. 3307. Martha R. Blanton, widow of Orville M. Blanton, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Orville M. Blanton, the assignee in bankruptcy of the claim, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war, in this, that he gave aid and comfort to the rebellion by becoming a surety upon an official bond of a civil officer to the Confederate Government, and by subscribing to the bonds of the State of Mississippi issued to aid the prosecution of war; and the case is dismissed for want of the jurisdiction.

BY THE COURT.

Filed April 1, 1895.

[Court of Claims. Congressional, No. 3641. Mrs. M. V. Smith, administratrix of James F. Smith, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that James F. Smith, deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 1, 1895.

[Court of Claims. Congressional, No. 8972. Richard Fletcher *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Richard Fletcher, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 1, 1895.

[Court of Claims. Congressional, No. 9153. Mark. P. Stone *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Mark. P. Stone, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 1, 1895.

[Court of Claims. Congressional, No. 1464. James M. Newby *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that James M. Newby, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 8, 1895.

[Court of Claims. Congressional, No. 8940. Mrs. Ann C. Donelson *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Mrs. Ann C. Donelson, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 8, 1895.

[Court of Claims. Congressional, No. 7306. James F. Wooley *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that James F. Wooley, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 22, 1895.

[Court of Claims. Congressional, No. 3158. W. P. Doran *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that W. P. Doran, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 29, 1895.

[Court of Claims. Congressional, No. 1522. Estate of Hiram Showman *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Hiram Showman, the person alleged

to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed April 29, 1895.

[Court of Claims. Congressional, No. 1639. D. D. Fleming, administrator of William Fleming deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that William Fleming, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 6, 1895.

[Court of Claims. Congressional, No. 5040. Ivin M. Fortinberry *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Ivin M. Fortinberry, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 6, 1895.

[Court of Claims. Congressional, No. 9137. John R. Buie, administrator of Rebecca Buie, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Rebecca Buie, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 6, 1895.

[Court of Claims. Congressional, No. 900. M. D. Davie *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that M. D. Davie, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 13, 1895.

[Court of Claims. Congressional, No. 901. Winston J. Davie *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Winston J. Davie, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 13, 1895.

[Court of Claims. Congressional, No. 8545. James Williams *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that James Williams, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 13, 1895.

[Court of Claims. Congressional, No. 2175. Wiley E. Blount *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Wiley E. Blount, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case it dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 20, 1895.

[Court of Claims. Congressional, No. 1471. Estate of Noah K. Eagle *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Noah K. Eagle, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 27, 1895.

[Court of Claims. Congressional, No. 4643. Minerva Tilley *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that D. Tilley, husband of the said Minerva Tilley, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 27, 1895.

[Court of Claims. Congressional, No. 5532. Edmond T. Riggs *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Edmond T. Riggs, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 27, 1895.

[Court of Claims. Congressional, No. 7041. Mary A. De Graffenreid *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late

war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Mary A. De Graffenreid, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed May 27, 1895.

[Court of Claims. Congressional, No. 5758. Matthew Mahan *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Matthew Mahan, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed June 3, 1895.

[Court of Claims. Congressional, No. 5261. Estate of A. L. Burem, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that A. L. Burem, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed June 10, 1895.

[Court of Claims. Congressional, No. 7602. Estate of Isaac Bates, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that upon the evidence it does not appear that Isaac Bates, deceased, the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war; and the case is dismissed for want of further jurisdiction.

BY THE COURT.

Filed June 13, 1895.

IN THE COURT OF CLAIMS,
Washington, D. C.

I certify that the foregoing are true transcripts of the findings and order of the court in each of the said causes.

Test, this 11th day of December, A. D. 1895.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

O

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 78.

TESTIMONY RELATIVE TO VALUE OF IMPROVEMENTS OF MONONGAHELA NAVIGATION COMPANY ON MONONGAHELA RIVER, PENNSYLVANIA, AND TO COMMERCIAL IMPORTANCE OF FREE NAVIGATION OF SAID RIVER.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report and testimony relative to value of improvements of Monongahela Navigation Company on Monongahela River, Pennsylvania, and to commercial importance of free navigation of said river.

DECEMBER 17, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 14, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated December 12, 1895, and its accompanying report of Maj. R. L. Hoxie, Corps of Engineers, dated December 7, 1895, the same being transmitted in compliance with the provisions of the river and harbor act of August 17, 1894, as follows:

> The Secretary of War is hereby authorized and directed to investigate and report to the next Congress the sum of money necessary to acquire by purchase the locks and dams on the Monongahela River, in Pennsylvania, belonging to the Monongahela Navigation Company, as a whole and separately; and also to take testimony as to the value of said improvements and the commercial importance of free navigation of said river; and the Secretary of War shall report thereon to Congress at its next succeeding session, to the end that Congress may determine as to the expediency of making the navigation of said river free from tolls;

which provisions were extended by joint resolution of March 2, 1895.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 12, 1895.

SIR: The river and harbor act of August 17, 1894, contained the following provision:

> The Secretary of War is hereby authorized and directed to investigate and report to the next Congress the sum of money necessary to acquire by purchase the lands

and dams on the Monongahela River, in Pennsylvania, belonging to the Monongahela Navigation Company, as a whole and separately; and also to take testimony as to the value of said improvements and the commercial importance of free navigation of said river; and the Secretary of War shall report thereon to Congress at its next succeeding session, to the end that Congress may determine as to the expediency of making the navigation of said river free from tolls.

Before the investigation required by this law was commenced, the attorney for the Monongahela Navigation Company addressed a communication to the Secretary of War, in which he stated that the company declined to sell its property or to enter into any negotiation with the United States looking to a sale.

In view of this declaration it appeared evident that the property could not be acquired by purchase, and consequently useless to pursue the investigation authorized and directed by the law. Accordingly the papers were transmitted to Congress for its consideration and action, and were printed in House Ex. Doc. No. 249, Fifty-third Congress, third session.

A joint resolution was passed by Congress, and approved by the President March 2, 1895, providing as follows:

That the time for taking testimony as to the value of the improvements of the Monongahela Navigation Company on the Monongahela River in Pennsylvania, and the commercial importance of the free navigation of said river, directed to be taken by the Secretary of War under the river and harbor act of august seventeenth, eighteen hundred and ninety-four, be, and the same is hereby, extended to the thirtieth day of September, eighteen hundred and ninety-five, and the Secretary of War shall report to Congress thereon at its next regular session in December next, to the end that Congress may determine as to the expediency of making the navigation of said river free from tolls.

On the recommendation of this office the Secretary of War designated Maj. R. L. Hoxie, Corps of Engineers, at Pittsburg, Pa., to receive testimony regarding the value of the property of the Monongahela Navigation Company, on the Monongahela River, and the commercial importance of the free navigation of said river, and directed that such testimony be taken under oath, and reduced to writing before being submitted to Major Hoxie.

In pursuance of these instructions Major Hoxie has received written testimony, sworn to in his presence, from the Monongahela Navigation Company, representatives of the chamber of commerce of Pittsburg, Pa., representatives of the Engineers' Society of Western Pennsylvania, and the Pittsburgh Coal Exchange. It appears that there is substantial agreement in all the testimony regarding the value of the tangible property of the company, which is appraised at about $2,000,000; but concerning the value of the property, including the franchise of the company, the witnesses are not agreed, the appraisement varying from $3,634,720 to $5,000,000. In addition, the bonded indebtedness of the company is stated to be $250,000, which will have to be assumed if title to the property is acquired by the United States.

A copy of this testimony, together with a report by Major Hoxie, dated the 7th instant, is submitted herewith, and I have the honor to recommend that it be transmitted to Congress in compliance with the requirements of the aforesaid joint resolution.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

REPORT OF MAJ. R. L. HOXIE, CORPS OF ENGINEERS.

UNITED STATES ENGINEER OFFICE,
Pittsburg, Pa., December 7, 1895.

GENERAL: In compliance with instructions from the Chief of Engineers, and in conformity with the requirements of river and harbor act of August 17, 1894, as amended by the joint resolution of Congress approved March 2, 1895, I have the honor to transmit herewith the testimony therein required as to the value of the improvements of the Monongahela Navigation Company on the Monongahela River, in Pennsylvania, and the commercial importance of the free navigation of said river, together with report, as follows:

SUMMARY.

A fair conception of the relative commercial importance of free navigation of the Monongahela River, as well as of the policy which Congress appears to have adopted in similar cases, may perhaps be obtained from the following table, prepared in this office:

Comparative statement of approximate cost and tonnage of certain canals and slack-water improvements.

Improvement.	Average annual tonnage.		Cost of improvement.	Remarks.
	Amount.	Value.		
	Tons.			
St. Marys River at the Falls...	9,175,000	$118,000,000	$8,000,000	Transferred to and improved by the United States.
St. Clair Flats Canal.....			750,000	Constructed by the United States.
Suez Canal	8,000,000	.....	100,000,000	
Monongahela River:				
Pittsburg to Dunkard Creek.	4,300,000	16,500,000	2,000,000	Constructed and now operated by the Monongahela Navigation Company.
Dunkard Creek to Morgantown.	21,000	.....	432,500	Constructed by the United States.
Falls of Ohio River at Louisville, Ky.*	2,250,000	30,500,000	5,700,000	Purchased and improved by the United States.
Great Kanawha River.....	1,200,000	7,500,000	3,925,000	Constructed by the United States.
Sturgeon Bay and Lake Michigan Ship Canal.*	718,000	10,000,000	275,000	Purchased and improved by the United States.
Green and Barren rivers*.....	625,000	6,300,000	380,000	Do.
Cumberland River*	365,000	7,000,000	1,850,000	Constructed by the United States.
Big Sandy River*	350,000	4,750,000	350,000	Do.
Kentucky River*.....	340,000	7,250,000	1,630,000	Do.
Fox and Wisconsin rivers*....	300,000	2,400,000	2,890,000	Now limited to Fox River. Purchased and improved by the United States.
Tennessee River*	300,000	4,500,000	4,350,000	Constructed by the United States.
Illinois River*.....	275,000	1,950,000	1,900,000	Do.
Des Moines Rapids, Mississippi River.	240,000	5,500,000	4,575,000	Do.
Little Kanawha River	160,000	2,500,000	210,000	Constructed by the United States. On this river are 4 locks and dams operated by Little Kanawha Navigation Company.
Muskingum River	55,000	1,500,000	1,500,000	Transferred to the United States.
Coosa River*	52,500	950,000	1,270,000	Constructed by the United States.

* Improvement incomplete.

The seven lower locks and dams on the Monongahela River belong to the Monongahela Navigation Company, and they create slack water from Pittsburg to Dunkard Creek, near the West Virginia State line, a distance of 88 miles. Locks and Dams Nos. 8 and 9, belonging to the United States, continue the slack water to Morgantown, W. Va., a farther distance of 14 miles, the distance from Pittsburg to Morgantown being 102 miles. The works of the Monongahela Navigation Company were constructed under a charter from the State of Pennsylvania between 1836 and 1884. Tolls were first collected in 1841. The extension of this slack-water system from its terminus near the West Virginia State line was commenced by the United States in 1872, and completed to Morgantown, W. Va., in 1889. Further appropriation has been made for continuing this improvement to the immense coal deposits between Morgantown and Fairmont, W. Va.

The river and harbor act approved August 5, 1886, provides that—

> The Secretary of War is hereby authorized and directed to ascertain the value and commercial importance of the works and property * * * of the Monongahela Navigation Company, situated on the Monongahela River, in the State of Pennsylvania; and in order to acquire such information the Secretary of War shall appoint a Board of three competent engineers from the Engineer Corps of the United States Army, which Board shall * * * report to the Secretary of War, who shall report thereon to Congress at its next succeeding session; and the cost of such examination shall be paid out of the sum appropriated by this act for surveys: *Provided,* That nothing herein shall be construed as committing Congress to the purchase of the said works.

The report of the Board of Engineers constituted in pursuance of this act will be found in Ex. Doc. H. R. No. 112, Forty-ninth Congress, second session. This document is republished entire in Ex. Doc. H. R. No. 249, Fifty-third Congress, third session. The Board fixes the value of the tangible property of the Monongahela Navigation Company at $1,950,000, suggests the valuation of the capital stock of the company as a means of ascertaining the value of the entire property, including the franchise to take tolls, and expresses the opinion that the commercial importance of the Monongahela River is very great, and the river properly belongs and should be considered among the important navigable waters of the United States.

The river and harbor act of August 11, 1888, provides that—

> The Secretary of War be, and is hereby, authorized and directed to negotiate for and purchase, at a cost not to exceed $161,733.13, Lock and Dam No. 7, otherwise known as the "upper lock and dam," and its appurtenances, of the Monongahela Navigation Company, a corporation organized under the laws of Pennsylvania, which Lock and Dam No. 7 and its appurtenances constitute a part of the improvement in water communication in the Monongahela River between Pittsburg, in the State of Pennsylvania, and a point at or near Morgantown, in the State of West Virginia. And the sum of $161,733.13, or so much thereof as may be necessary, is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, for consummating said purchase, the same to be paid on the warrant of the Secretary of War, upon full and absolute conveyance to the United States of the said Lock and Dam No. 7, and its appurtenances, of the said Monongahela Navigation Company.
>
> In the event of the inability of the Secretary of War to make voluntary purchase of said Lock and Dam No. 7, and its appurtenances, for said sum of $161,733.13 or a less sum, then the Secretary of War is hereby authorized and directed to institute and carry to completion proceedings for the condemnation of said Lock and Dam No. 7, and its appurtenances, said condemnation proceedings to be as prescribed and regulated by the provisions of the general railroad law of Pennsylvania, approved February 19, 1849, and its supplements, except that the United States shall not be required to give any bond, and except that jurisdiction of said proceedings is hereby given to the circuit court of the United States for the western district of Pennsylvania, with right of appeal by either party to the Supreme Court of the United States: *Provided,* That in estimating the sum to be paid by the United States the franchise of said corporation to collect tolls shall not be considered or estimated;

and the sum of $5,000, or so much thereof as may be necessary, is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, to pay the necessary costs of said proceedings; and upon final judgment being entered therein the Secretary of War is hereby authorized and directed to draw his warrant on the Treasury for the amount of said judgment and costs, and said amount for the payment thereof is hereby appropriated out of any moneys in the Treasury not otherwise appropriated. And when said Lock and Dam No. 7, and its appurtenances shall have been acquired by the United States, whether by purchase or condemnation, the Secretary of War shall take charge thereof, and the same shall thereafter be subject to the provisions of section 4 of an act entitled "An act making appropriations for the construction, repair, and preservation of certain public work on rivers and harbors, and for other purposes," approved July 5, 1884.

Condemnation proceedings were instituted. The case was heard in the circuit court of the United States for the western district of Pennsylvania in November, 1890, and the value of the work was fixed at $209,393.52, exclusive of the value of the franchise. The navigation company appealed to the Supreme Court of the United States, where the case was argued at the October term, 1892. The judgment of the circuit court was reversed and case remanded, with instructions to grant a new trial. The opinion of the Supreme Court, which is given in No. 722, October term, 1892, states:

Our conclusions are that the navigation company rightfully placed this lock and dam in the Monongahela River; that, with the ownership of the tangible property, legally held in that place, it has a vested franchise to receive tolls for its use; that such franchise was as much a vested right of property as the ownership of the tangible property; that the right of the National Government, under its grant of power to regulate commerce, to condemn and appropriate this lock and dam belonging to the navigation company is subject to the limitations imposed by the fifth amendment; that private property shall not be taken for public uses without just compensation; that just compensation requires payment for the franchise to take tolls, as well as for the value of the tangible property, and that the assertion by Congress of its purpose to take the property does not destroy the State franchise.

The judgment, therefore, will be reversed and the case remanded with instructions to grant a new trial.

No provision is made for a new trial, upon the conditions named in this opinion of the Supreme Court, in the act making appropriation for the purchase or condemnation of this lock and dam, and no further steps have been taken in the matter.

The river and harbor act of September 19, 1890, provides—

That whenever the proceedings commenced by the United States against the Monongahela Navigation Company, a corporation organized under the laws of Pennsylvania, to condemn lock and dam number seven, constituting a part of the improvement in water communication in the Monongahela River between Pittsburg, in the State of Pennsylvania, and a point at or near Morgantown, in the State of West Virginia, shall be finally determined, and the United States shall have acquired the title to said lock and dam number seven and its appurtenances, the Secretary of War be, and he is hereby, authorized and directed to negotiate for and purchase, at a cost not to exceed one hundred and sixty-two thousand dollars, lock and dam number six and its appurtenances, of the Monongahela Navigation Company, also constituting a part of said improvement. And the sum of one hundred and sixty-two thousand dollars, or so much thereof as may be necessary, is hereby appropriated out of any moneys in the Treasury not otherwise appropriated, for consummating said purchase, the same to be paid on the warrant of the Secretary of War, upon full and absolute conveyance to the United States of the said lock and dam number six and its appurtenances, of the said Monongahela Navigation Company.

In the event of the inability of the Secretary of War to make voluntary purchase of lock and dam number six and its appurtenances for said sum of one hundred and sixty-two thousand dollars, or a less sum, then the Secretary of War is hereby authorized and directed to institute and carry to completion proceedings for the condemnation of said lock and dam number six and its appurtenances, said condemnation proceedings to be as prescribed and regulated by the provisions of the general railroad law of Pennsylvania, approved February nineteenth, eighteen hundred and forty-nine, and its supplements, except that the United States shall not be required to give any bond, and except that jurisdiction of said proceedings is hereby given to the

circuit court of the United States for the western district of Pennsylvania with right of appeal by either party to the Supreme Court of the United States: *Provided*, That in estimating the sum to be paid by the United States, the franchise of said corporation to collect tolls shall not be considered or estimated; and the sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, to pay the necessary costs of said condemnation proceedings; and upon final judgment being entered therein, the Secretary of War, if in his opinion the judgment is reasonable, is hereby authorized and directed to draw his warrant on the Treasury for the amount of said judgment and costs, and said amount for the payment thereof is hereby appropriated out of any moneys in the Treasury not otherwise appropriated. And when said lock and dam number six and its appurtenances shall have been acquired by the United States, whether by purchase or condemnation, the Secretary of War shall take charge thereof, and the same shall thereafter be subject to the provisions of section four of an act entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four.

The condition imposed that title to Lock and Dam No. 7 shall first be acquired has prevented any action whatever under this appropriation.

The river and harbor act of August 17, 1894, provides that:

The Secretary of War is hereby authorized and directed to investigate and report to the next Congress the sum of money necessary to acquire by purchase the locks and dams on the Monongahela River, in Pennsylvania, belonging to the Monongahela Navigation Company, as a whole and separately; and also to take testimony as to the value of said improvement, and the commercial importance of free navigation of said river; and the Secretary of War shall report thereon to Congress at its next succeeding session, to the end that Congress may determine as to the expediency of making the navigation of said river free from tolls.

The investigation required by this act having been referred by the Secretary of War to the Chief of Engineers, the report of the latter was submitted January 21, 1895, and will be found in House Ex. Doc. No. 249, Fifty-third Congress, third session, in which is also republished in full House Ex. Doc. No. 112, Forty-ninth Congress, second session, containing the report of the Engineer Board of 1886. The Chief of Engineers reports that the Monongahela Navigation Company decline to enter into any negotiation with the United States looking to a sale of their property, and therefore that the property can not be acquired by purchase; he recommends that the correspondence had with the attorney for the company be transmitted to Congress for its information and for such further action in the premises as may be deemed proper in view of the position taken; invites attention to the report of the Engineer Board of 1886, and suggests that, as the State of Pennsylvania placed a portion of this river, which is a navigable water of the United States, in the hands of this private corporation, and granted it certain rights and franchises, the said State should extinguish those franchises and relieve commerce from the exactions of a corporation created by its own laws, before action is taken looking to the assumption of control by the United States.

A joint resolution, approved March 2, 1895, provides:

That the time for taking testimony as to the value of the improvements of the Monongahela Navigation Company on the Monongahela River in Pennsylvania, and the commercial importance of the free navigation of said river, directed to be taken by the Secretary of War under the river and harbor act of August seventeenth, eighteen hundred and ninety-four, be, and the same is hereby, extended to the thirtieth day of September, eighteen hundred and ninety-five, and the Secretary of War shall report to Congress thereon at its next regular session in December next, to the end that Congress may determine as to the expediency of making the navigation of said river free from tolls: *Provided*, That the expense of taking such testimony shall be paid for out of the appropriation for the improvement of the Monongahela River, contained in the act aforesaid.

It is under this joint resolution that the accompanying testimony is submitted.

TESTIMONY.

Evidence as to the value of the improvements of the Monongahela Navigation Company on the Monongahela River in Pennsylvania, and the commercial importance of the free navigation of said river, has been sought and obtained from four distinct sources of information. It appeared to be desirable to present testimony from the extreme points of view which would naturally be taken by the two opposing interests in this matter; the Navigation Company, which declares that it does not desire to part with this property, and the representatives of river navigation and coal operators, who might be expected to desire the acquisition of this property by the United States at as low a price as possible; and to supplement this by the expert testimony of thoroughly competent business men, accustomed to the management of large business interests, and of expert civil engineers thoroughly competent to consider the matter from a technical standpoint, each of these two intermediate classes being composed of men without pecuniary interest in the matter under consideration, and of such high standing in the community as to command respectful consideration of their testimony. The gentlemen who have consented to contribute without cost to the Government this valuable information under oath were nominated, respectively, by the executive committee of the Chamber of Commerce of Pittsburg and the president of the Engineers' Society of Western Pennsylvania. The membership comprises men of national as well as local prominence.

Value of the improvements of the Monongahela Navigation Company.—There is substantial agreement in all the evidence submitted herewith in fixing the value of the tangible property of the Monongahela Navigation Company at about $2,000,000. Under the decision of the Supreme Court of the United States, above quoted, this appears to be of minor importance, since the value of the franchise must be considered. The value of the property, including the franchise, is variously stated by the several witnesses, as shown in the following table:

Witness.	Value of property, including franchise.	Remarks.
Monongahela Navigation Company....	$5,000,000	The basis of this valuation is the productiveness of the property. The net income for the fiscal year ending June 30, 1895, is capitalized at 4 per cent.
Representatives of the Chamber of Commerce of Pittsburg, Pa.	3,634,720	The basis of valuation is the average productiveness of the property during an extended period. The average net income of the navigation company during the five years ending June 30, 1895, is capitalized at 5 per cent.
Majority of the representatives of the Engineers' Society of Western Pennsylvania.	.....	Market value of the capital stock. Amount not stated, depending upon the market value at date of transfer.
Minority of the representatives of the Engineers' Society of Western Pennsylvania.	3,885,879	The basis of valuation is the productiveness of the property. The net income for the fiscal year ending June 30, 1895, is capitalized at 5 per cent.
The Pittsburgh Coal Exchange.....	.....	Market value of the capital stock. Amount not stated, depending upon the market value at date of transfer.

If title were acquired by the United States upon either basis above indicated, there must be assumed with the property the bonded indebtedness of the company, which is stated to be $250,000.

It is claimed in the testimony of the Monongahela Navigation Company that the market value of their capital stock would not be a just and fair basis of valuation of their property, for the reason that this value has been affected during ten years past by the attempts of the United States to obtain possession of the property; and the company further state that the market value of the stock ten years ago, and before such action was taken by the General Government, is not a fair criterion of the present actual value of the stock, because of the greater productiveness of the property at the present time.

The majority of the representatives of the Engineers' Society of Western Pennsylvania state that they are of the opinion that the nearest approach to the actual value of the property with all its privileges would be the current value of its stock, and referring to the method of valuation based upon the productiveness of the property, they state that this would not be as equitable as the other, for the reason that it would amount to an absolute guarantee for all future time of an income upon the present low rate of interest, which, compared with the character of the property now exposed to risks and deterioration, would seem to place the value for purchasing the property under this method too high. In the testimony of the Pittsburgh Coal Exchange it is argued that certain decisions of the United States Supreme Court, quoted in their testimony, establish the principle that the current cash value, which is the market value, of the whole bonded debt and the current cash value of the entire number of shares, give the true value of a railroad, all its property, its capital stock, and its franchises, and that the same would be true of a canal or navigation company. The average price of this stock for five years past is given at $76, the maximum at $87.71, the minimum at $70, and the number of shares now issued 33,631.

Referring to the basis of valuation which is advocated by the navigation company, the productiveness of the property, in the evidence of the representatives of the Chamber of Commerce the opinion is expressed that the fairest and most equitable basis of valuation is found in the actual earning capacity of the company during an extended period, and that this method of valuation is one in common and extended use, and is the method which they apply to their own business transactions. The minority of the representatives of the Engineers' Society of Western Pennsylvania states that in computing the value of the locks and franchise, the net revenue should only be considered, agreeing in this with the navigation company.

It will be noticed that the rate of capitalization is placed at 4 per cent in the testimony of the navigation company and at 5 per cent in the other testimony, depending upon the degree of assumed security. The evidence suggests various considerations affecting the degree of security of this investment. The charter of the company, together with subsequent legislation, reserves to the State of Pennsylvania the right to purchase its property at the end of twenty-five years from the completion of its works, the compensation to be such sum or sums of money as, together with the net dividends, shall amount to the expense incurred in constructing said improvement and keeping it in repair, with 8 per cent per annum interest thereon. It is stated by the company that this sum would exceed $6,000,000; that the right of the State will not accrue until 1909, has never been transferred to the United States, and could not be without violation of the contract between this State and the

Monongahela Navigation Company. The company submits in evidence section 4 of article 9, constitution of Pennsylvania of 1874:

> No debt shall be created by or on behalf of the State except to supply casual deficiencies of revenue, repel invasion, suppress insurrection, defend the State in war, or to pay existing debt, and the debt created to supply deficiencies in revenue shall not exceed in the aggregate at any one time one million of dollars.

The liability to extraordinary injury and consequent expense on account of ice gorges and floods which have destroyed similar works on the Youghiogheny River is cited in the testimony of the Pittsburgh Coal Exchange as affecting the value of the stock as a permanent investment. The net income of the company during the past five years does not appear to have been affected by this contingency. It is possibly a menace which has its effect upon the market value of the stock, and should be considered in fixing the rate of capitalization upon the basis of productiveness.

In the same testimony is cited as similarly affecting the value of the stock what is called the inevitable decrease of the coal trade, the main source of revenue of the navigation company, in consequence of the competing coal commerce of the Great Kanawha River, upon which navigation is free. The rate of toll increases progressively in the several pools, beginning with No. 1, and becomes prohibitory in the upper pools. As the lower pools become exhausted, the burden upon coal operators increases. Coal land in the first pool, averaging a yield of 120,000 bushels per acre, has a value of $600 per acre, while in Pool No. 6 land yielding 180,000 bushels per acre has a value of $50 per acre. The total toll collectible upon the 120,000 bushels in an acre of No. 1 pool is $119, while in Pool No. 6 an acre of land producing 180,000 bushels would pay $699 in toll. Coal is not mined to any extent above Pool No. 4. If operators are correct in stating that no greater than the present burden of toll could be endured in the face of outside competition, the tolls for the upper pools must be reduced when these are brought into the market by the exhaustion of Pool No. 4. Whether this will diminish the net revenue of the company will depend upon the extent of the reduction and the amount of the output. If not reduced below the present rate for Pool No. 4, it does not appear that the net revenue from this source will be seriously affected.

It is in evidence that railroads have been projected by which coal will be shipped to points on the Ohio River below Wheeling, W. Va., and there loaded into barges for river transportation, so avoiding the transportation route through the works of the Monongahela Navigation Company. There appears to be little doubt that such roads, if constructed, would be formidable competitors with the navigation company for transportation of coal or other freight originating above the works of the company, and might seriously reduce the output of the territory within the limits of the company's works; but it appears that the visible supply of coal within these limits is practically inexhaustible.

There is cited in evidence the river and harbor act approved August 5, 1886, which in appropriating money for the improvement of the upper Monongahela River provides:

> That no charges or tolls shall be collected on any part of the river on any commerce on said river which originates above the works herein appropriated for.

It is claimed by the navigation company, assuming that the act has reference to the tolls of the Monongahela Navigation Company, which the company does not believe to be the proper construction of the act, that the act is, so far as it relates to the franchise of the Monongahela Navigation Company, unconstitutional.

It is a fact that the commerce originating above Lock No. 8, the first of the Government locks, has always paid and continues to pay tolls to the navigation company, and therefore the constitutionality of the act has never yet been questioned. It is equally true that if the act be constitutional and the slack-water improvement of the Monongahela River be completed, as now contemplated, to Fairmont, W. Va., the requirement to pass free through its locks the coal from this section of West Virginia would make the franchise of the navigation company almost valueless, since it would drive from the market the toll-paying coal of Pennsylvania.

Commercial importance of free navigation of the Monongahela River.— The statistics of the Eleventh Census and other official sources of information are cited in evidence to show that the counties of Pennsylvania and West Virginia through which the Monongahela River flows have an aggregate population of more than 880,000; that in such of these counties as are included in the State of Pennsylvania alone the value of farms, farm products, and live stock is over $147,000,000, the production of pig iron in 1894 about 20 per cent of the total product of the United States, while a single manufacturing establishment on the banks of the Monongahela River turns out more iron and steel yearly than the Krupp Works at Essen; and the total output of coal in 1893 was over 23,679,000 tons.

CONCLUSIONS.

The great commercial importance of the free navigation of the Monongahela River, whether absolute or relative, need only be stated as in the testimony herewith to command acknowledgment.

* * * * * * *

Two methods of ascertaining the value of the property of the Monongahela Navigation Company are indicated in the testimony. That which fixes the value at the current value of the capital stock is objected to by the Monongahela Navigation Company; that which fixes the value at such sum as will produce at current rates of interest the present net income of the navigation company is advocated by the company. If the latter method be adopted the rate of interest at which the net income is to be capitalized should be that rate which is current for an investment having the same degree of security and permanence as the present investment of the navigation company. The expert opinions in evidence fix this rate at 5 per cent, while the navigation company names 4 per cent. Should the navigation company persist in its refusal to negotiate for the sale of its property to the United States condemnation of the property must be relied upon for obtaining it.

Experience here, as elsewhere, in the condemnation of private property for public use does not justify the expectation of a good bargain for the public. In the condemnation of the tangible property at Lock No. 7 in 1888, the viewers reported the value of the lock and dam to be $209,393.52, whereas in the report of the Board of Engineers in 1886, submitted to Congress for its information, the navigation company gives the cost at $162,000, and expert testimony gives the actual value at $157,929.50 (see House Ex. Doc. No. 112, Forty-ninth Congress, second session). It is not clear that, in the event of condemnation, the viewers can be instructed to determine the value of the property from the market value of the stock, and without such instructions they may be relied upon to determine it from the productiveness of the property.

It is not possible to select from the citizens of Pittsburg a board of viewers of higher standing in the community, more capable, or more disinterested than the nine members of the Chamber of Commerce whose unanimous opinion is in evidence herewith. They give as the value of the property, upon this basis, the sum of $3,634,720. Whether this value be too high or too low, as seen from different points of view, it is, in my judgment, the lower limit of possible valuation through the process of condemnation, and the least amount for which this property can be acquired by the United States.

* * * * * * *

The evidence herewith has been received prior to October 1, 1895, as required by law. In conformity with instructions from the War Department, it has been reduced to writing before presentation to this office, and has been sworn to in my presence. A number of the exhibits accompanying the testimony of the Pittsburgh Coal Exchange are not in the form of affidavits, for reasons which appear in the accompanying letter of the secretary of the coal exchange.

Very respectfully,

R. L. HOXIE,
Major of Engineers.

Brig. Gen. W. P. CRAIGHILL,
Chief of Engineers, U. S. A.

TESTIMONY RELATIVE TO THE VALUE OF THE IMPROVEMENTS OF THE MONONGAHELA NAVIGATION COMPANY ON MONONGAHELA RIVER, PENNSYLVANIA, AND TO THE COMMERCIAL IMPORTANCE OF FREE NAVIGATION OF SAID RIVER.

STATEMENT OF THE PRESIDENT OF THE MONONGAHELA NAVIGATION COMPANY.

OFFICE OF MONONGAHELA NAVIGATION COMPANY,
Pittsburg, September 25, 1895.

DEAR SIR: The president of the Monongahela Navigation Company has submitted to its board of managers certain correspondence which has passed between you and himself respecting the subject-matter of the inquiry which you are now conducting, as the representative of the United States Government, and having special reference to the value of the improvements of the Monongahela Navigation Company in the Monongahela River and the commercial importance of free navigation of said river. You have invited the company to submit to you, for the use of the United States Government, testimony, under oath, "as to the actual cost of the work, the extent of depreciation, if any, through lapse of time since completion, and the probable cost of creating such works at the present time, *de novo*." You desire testimony, in behalf of the company, upon the value of the entire property, including the franchise, and, in considering the value of the franchise, you think "it is desirable to know how this is affected by the conditions of the charter of the company and of existing legislation, both State and national."

In your letter of July 15, 1895, you refer particularly to section 18 of the company's charter, which reserves to the State of Pennsylvania the right to purchase its property at the end of twenty-five years from the completion of its works, upon the basis of its original cost and subsequent expenses, together with 6 per centum interest thereon, deducting therefrom the dividends declared upon its capital stock; and also to an act of Congress approved August 5, 1886, which, in appropriating money for the Upper Monongahela River, provides, *inter alia*, "that no charges or tolls shall be collected on any other part of the river on any commerce on said river which originates above the works herein appropriated for" (being the Government locks and dams in extension of the slack-water system of the Monongahela Navigation Company). Referring to the last-mentioned act, you say:

"Evidence is desirable as to the present or prospective effect of this act upon the value of the company's franchise to take tolls."

You also suggest that evidence be given as to the propriety and justness of measuring the value of the improvements and franchise, by the market value of the capital stock of the company; and as bearing upon the commercial importance of the free navigation of the Monongahela River, you think some data should be given

"showing the present and prospective tonnage and value of this commerce and the opportunities for development as compared with the conditions obtaining upon other navigable waters of the United States."

The board of managers desires me to express to you its acknowledgment of the courtesy and consideration which you have extended to the company in the conduct of your inquiry, and it has instructed me to submit to you a brief statement upon the points you have suggested.

As to the "actual cost of the works, the extent of depreciation, if any, through lapse of time since completion, and the probable cost of creating such works at the present time, the company is not prepared at this date to furnish a complete and accurate statement, but it respectfully refers to the fact that in 1886 it did furnish to the Board of Government Engineers, which at that time was inquiring into the subject, certain data upon these points, which, although it was not complete and did not purport to contain a statement of all the cost of the works, nevertheless was correct so far as it went, and will, perhaps, materially assist you in your investigation. It is considered by the company that its works are now in excellent condition. Owing to betterments there is no depreciation through lapse of time. The facilities afforded by the company for passage of commerce through its locks are better than ever before. The works are capable of passing 50,000,000 tons of through commerce annually, not to speak of local commerce, which is more than can be said of any slack-water system in this country or perhaps in the world.

As has been decided by the United States Supreme Court, in Monongahela Navigation Company *v.* United States (reported in United States Reports, vol. 148., p. 312), and by our own State supreme court, in Montgomery County *v.* Bridge Company (reported in Pennsylvania State Reports, vol. 110, p. 54), the value of such works as those of this company "necessarily depends upon their productiveness;" and without the franchise to take tolls they could have no productiveness. Hence it is that this franchise to collect tolls is beyond question the most valuable part of the company's property. It doubtless would be entirely just and proper in certain cases and under certain circumstances to take as a basis of valuation of the entire property, including both the franchise and the tangible works, the market value of the capital stock, but in this case the United States Government, for the past ten years or more, has continuously threatened condemnation proceedings looking to the acquisition of the company's entire property, and has actually attempted to appropriate a portion of it, with the expressed intention of not rendering for it full compensation. It was necessary for the company to ask the intervention of the Supreme Court of the United States in order to prevent the Government from carrying out its purpose.

In the litigation which the Government precipitated upon the company the latter was, of course, put to a large and unusual expense, and will, in all likelihood, be called upon hereafter to incur and meet a like expense, not included in the ordinary course of its business. These matters, coupled with the uncertainty of results, have necessarily depressed the stock of the company. Even now, in this very inquiry which you are conducting, if we are to judge from the outspoken opinions of certain persons who have a direct personal interest in inducing the United States Government to acquire, by purchase or otherwise, the property of the Monongahela Navigation Company, in order to secure to them free navigation, attempts are being made to obtain in an official way a *low* estimate of the value, lest the Government, having knowledge of the true state of affairs, should be slow to act. Such persons have no knowledge and can have no knowledge of the actual value of the company's property.

Before there was any agitation on this subject of condemnation proceedings, the stock of the company sold in the market at a higher figure than it has ever sold since, except, possibly, in a few special instances. It would not be fair to take, now, as a basis of value, these sales of stock made ten years ago or longer. The productiveness or earning power of the company's property at the present time is far in excess of what it was then. *Non constat* that the market value of the stock now would not be double what it was then, if it were not for the continued course of the United States Government or of Congress looking to the appropriation of the company's property.

Under the circumstances, therefore, of this particular case, the board does not believe that it would be just and proper to measure the value of its property by the market value of its capital stock. The true basis of value, as is said by the United States Supreme Court, is the "productiveness" of the property, and the prospective value is, of course, an element which should enter largely into the consideration of this question.

As to the effect of section 18 of the charter, and of the act of Congress of August 5, 1886, upon the value of the company's property, the board has this to say:

The United States Supreme Court has decided in the case above referred to that the franchise to collect tolls can not be taken without full compensation therefor; and yet Congress, by the act of August 5, 1886 (assuming that the act has reference to tolls of the Monongahela Navigation Company), undertakes, without rendering

any compensation whatever, to deprive the company of the right to collect tolls for the use of its own works, in cases where the commerce, passing over and through its works, has originated above the Government locks and dams. The board does not believe this to be the proper construction of the act; but if it is, so far as it relates to the franchise of the Monongahela Navigation Company, it is certainly unconstitutional.

The section of the charter to which you refer, namely, section 18 of the act entitled "An act to authorize the governor to incorporate a company to make a lock navigation on the river Monongahela," approved March 31, 1836, has been modified by section 8 of an act entitled "A supplement to an act entitled 'An act to authorize the governor to incorporate a company to make a lock navigation on the river Monongahela,'" approved June 24, 1839. This section is as follows:

"SEC. 8. In case the Commonwealth should at any time purchase the improvement made in pursuance to this act and the act to which this is a supplement, then the Commonwealth shall pay to the company such sum or sums of money as, together with the net dividends, shall amount to the expense incurred in constructing said improvements and keeping it in repair, with 8 per cent per annum interest thereon."

Section 18 of the charter of 1836 reserves to the Commonwealth the right to purchase "at the end of twenty-five years from the completion of the work hereby authorized," and the work authorized by that act was the making "a complete slackwater navigation between the points herein mentioned, to wit, city of Pittsburg and the Virginia State line." The basis of compensation to be the original cost expended in the improvements and the subsequent expenses, together with 6 per cent interest thereon, deducting dividends. As modified by the act of 1839, the compensation shall be "*such sum or sums of money as, together with the net dividends, shall amount to the expense incurred in constructing said improvement and keeping it in repair, with 8 per cent per annum interest thereon.*"

A calculation made upon this basis shows a sum exceeding $6,000,000.

It will be noticed that the right of the State to purchase does not accrue until "twenty-five years from the completion of the work." The construction of Lock and Dam No. 7, near Geneva, completed the work, and this was in 1884. These acts, therefore, could have no application until 1909.

Furthermore, the right of purchase reserved by the State has not been transferred to the United States. It could not be, because such a transfer would be in violation of the contract between the State and the Monongahela Navigation Company.

The State receives from $12,000 to $15,000 taxes annually from the Monongahela Navigation Company. Its sole purpose in purchasing the works would, of course, be to abolish tolls and establish free navigation. To maintain and manage the works the ordinary expenses, including repairs, would amount to about $100,000 per annum, and in case of any serious accident to the locks or dams, would probably far exceed this sum. It is not likely that the State in 1909 will deem it good policy to expend $5,000,000, give up its said annual revenue of taxes, and plunge into an annual liability of at least $100,000, with the uncertainty of greatly exceeding said amount, for the purpose of acquiring control of the works of the Monongahela Navigation Company, especially when such appears to be the business of the United States Government and not the State governments.

In the event, however, of the State undertaking, in 1909, to purchase the works of the company (and it would necessarily be the whole works, not part of them), the board submits for your consideration, and that of the United States Government, the following section of the constitution of Pennsylvania, of 1874, being the fourth section of Article IX:

"No debt shall be created by or on behalf of the State, except to supply casual deficiencies of revenue, repel invasion, suppress insurrection, defend the State in war, or to pay existing debt; and the debt created to supply deficiencies in revenue shall never exceed, in the aggregate at any one time, one million of dollars."

The board is unable to see how the value of the franchise or the works of the company can be affected by "the conditions of the charter" or "existing legislation," either State or national.

Returning to the question of the value of the works and franchises of the Monongahela Navigation Company, and applying the test fixed by the United States Supreme Court, namely, the productiveness or earning power of the property, the following figures, which are accurate, are submitted:

Tolls for the twelve months ending June 30, 1895		$309,473.60
Deductions for same period of time:		
Expenses	$46,828.04	
Repairs	43,976.97	
Taxes paid to State	12,484.64	
Interest on bonds	11,900.00	
		115,189.65
Net income		194,283.95

This sum, at the rate of 4 per centum, would produce a principal of $4,857,098. Omit, however, from these deductions, legal expenses, interest on bonds, State taxes, and engineer's salary, there remains a net revenue of $223,568.59, which at 4 per centum would produce a principal of $5,589,214.

A tabular statement is herewith submitted, showing the whole amount of tolls from the several locks of the company, from the year 1841, when the collection of tolls was commenced, to the year 1895. It shows the amount of tolls collected each year and for each lock. It also shows the average annual amount of tolls for successive periods of five years, and the average increase. This statement shows a steady increase of receipts from the beginning. The business in the upper pools is increasing rapidly. The amount of coal unmined in the seventh pool is practically exhaustless, and this is a fact well established and generally known. The coal in these upper pools can be easily mined, with comparatively little expense. It is an excellent material, better than to be found in the Kanawha region; so that the question of competition with coal operators below Pittsburg is not a serious question at all. To abolish tolls and thus establish free navigation would be just as likely to shut the Kanawha region out of the market as that competition from that region would be to close the market to these upper pools.

In view of the present earning power or productiveness of the company's property, of the steady increase of earnings from year to year from the beginning, of the vast coal fields yet to be mined, and of the consequent commerce which must pass over and through these works in order to reach the market, the board of managers of the Monongahela Navigation Company is satisfied that a valuation upon the company's property of less than $5,000,000 would not be reasonable, fair, or just to its stockholders.

The statement referred to has been carefully prepared by the treasurer of the company, and is as follows:

Statement of tolls received by the Monongahela Navigation Company each year and average of tolls received during successive periods of five years.

Year.	Lock 1.	Lock 2.	Lock 3.	Lock 4.	Total.
1841-1845	$26,540.68	$13,707.03	$2,061.31	$7,546.89	$49,875.91
					49,875.91
[Annual average for five years, $54,474; increase, $44,499 (446 per cent).]					
1846	$24,609.56	$6,735.11	$3,173.06	$8,904.66	$43,422.39
1847	30,582.30	8,307.05	3,759.72	11,612.83	54,261.90
1848	34,271.21	8,256.30	4,346.61	9,749.81	56,623.93
1849	30,396.06	9,930.85	4,114.84	9,304.57	53,746.32
1850	37,456.64	11,731.79	5,709.25	9,416.12	64,313.80
					272,368.34
[Annual average for five years, $66,543; increase, $12,044 (22.1 per cent).]					
1851	$38,489.82	$13,119.15	$4,868.72	$9,496.92	$65,974.61
1852	36,483.09	15,311.31	5,316.06	10,408.74	67,519.20
1853	34,173.97	13,924.52	5,313.80	9,254.62	62,666.91
1854	31,745.90	16,538.55	5,103.98	10,110.57	63,499.00
1855	36,591.62	20,283.47	7,163.13	9,016.16	73,054.38
					332,714.10

Statement of tolls received by the Monongahela Navigation Company each year and average of tolls received during successive periods of five years—Continued.

[Annual average for five years, $74,272; increase, $7,729 (11.6 per cent).]

Year.	Lock 1.	Lock 2.	Lock 3.	Lock 4.	Lock 5.	Lock 6.	Total.
1856	$16,117.54	$7,196.41	$2,975.54	$6,580.89	$209.63	$229.09	$33,309.10
1857	33,600.68	27,128.96	6,876.09	8,545.94	3,365.99	1,735.53	81,253.19
1858	31,643.73	24,529.81	5,797.18	5,713.74	1,695.98	3,718.29	73,098.73
1859	35,792.63	26,524.35	8,360.09	8,188.62	1,510.35	3,422.47	83,798.51
1860	40,708.67	33,914.68	11,592.45	8,443.72	2,228.94	3,013.15	99,901.61
							371,361.14

[Annual average for five years, $100,864; increase, $26,592 (35.8 per cent).]

1861	$24,095.35	$18,650.05	$8,405.85	$6,608.15	$2,859.32	$2,187.91	$62,806.63
1862	24,990.76	16,447.37	7,668.83	7,099.49	2,729.26	3,468.22	62,403.93
1863	34,627.81	24,870.06	11,106.00	9,810.43	2,533.01	4,226.71	87,174.02
1864	60,367.03	43,895.30	21,686.33	14,662.06	2,770.79	4,743.90	*139,081.21
1865	70,425.26	56,538.15	32,489.19	17,833.42	1,476.36	6,207.80	*152,855.33
							504,321.12

[Annual average for five years, $175,812; increase, $74,948 (74.3 per cent).]

1866	$81,235.01	$68,458.19	$28,961.32	$17,572.06	$1,727.28	$8,168.44	*$170,188.30
1867	59,143.26	49,831.20	20,462.13	14,568.52	2,392.25	5,630.34	*126,387.45
1868	66,348.57	55,017.16	24,405.65	22,652.31	1,762.21	6,604.44	*169,291.90
1869	75,382.66	72,257.67	30,739.03	26,391.75	1,755.45	7,147.12	*195,300.60
1870	76,792.58	81,825.48	32,226.58	30,926.69	2,274.79	8,452.36	*217,892.43
							879,060.68

*Tonnage tax collected for State deducted from totals in these years, $143,210.87.

[Annual average for five years, $197,362; increase, $21,548 (12¼ per cent).]

1871	$55,341.02	$61,139.10	$24,059.97	$24,113.64	$2,079.65	$7,517.21	$174,250.59
1872	63,534.44	68,518.02	27,109.85	28,275.06	1,373.65	6,887.26	195,698.28
1873	66,643.37	68,059.41	28,015.79	35,918.12	1,413.70	6,514.50	206,564.89
1874	60,411.08	76,980.39	33,115.99	38,606.88	1,030.93	5,318.66	215,463.93
1875	50,799.99	69,047.36	27,050.36	41,834.17	1,152.27	4,948.92	194,833.07
							986,810.76

[Annual average for five years, $211,128; increase, $13,766 (7 per cent).]

1876	$57,593.13	$72,816.99	$32,376.67	$14,327.48	$1,153.86	$4,246.45	$212,514.58
1877	63,609.38	80,336.58	30,908.07	45,299.25	1,299.08	6,537.67	227,990.03
1878	56,516.80	75,027.21	29,683.34	36,722.47	611.74	4,935.74	203,497.30
1879	45,132.63	63,421.14	23,972.95	36,936.11	771.69	4,472.90	174,707.42
1880	61,319.72	84,813.09	36,585.17	47,387.18	713.44	6,110.59	236,929.19
							1,055,638.52

[Annual average for five years, $238,160; increase, $27,032 (12.8 per cent).]

1881	$40,972.17	$101,357.63	$30,307.18	$37,959.34	$1,590.70	$4,721.08	$216,908.10
1882	69,504.18	102,674.12	43,256.36	50,026.77	1,035.42	5,494.40	271,991.25
1883	65,936.74	115,517.17	41,499.52	49,100.02	1,432.16	5,537.95	279,023.56
1884	44,482.03	71,805.67	37,341.15	48,155.14	1,412.90	4,006.08	207,202.97
1885	52,535.24	72,314.26	33,830.92	51,808.61	1,429.37	3,756.91	215,675.31
							1,190,801.19

Statement of tolls received by the Monongahela Navigation Company each year and average of tolls received during successive periods of five years—Continued.

[Annual average for five years, $246,027; increase, $7,867 (3.3 per cent).]

Year.	Lock 1.	Lock 2.	Lock 3.	Lock 4.	Lock 5.	Lock 6.	Lock 7.	Total.
1886.....	$52,554.48	$97,544.43	$39,387.67	$60,215.43	$1,265.24	$1,832.22	$2,542.36	$255,341.83
1887.....	46,691.26	61,990.36	35,269.09	50,229.88	1,331.97	1,665.71	2,979.41	200,157.68
1888.....	58,036.73	85,456.34	53,057.76	71,194.79	893.76	1,587.85	2,631.34	272,798.57
1889.....	45,654.16	54,647.08	38,903.93	64,308.27	1,228.12	1,337.83	3,150.54	209,229.93
1890.....	61,739,59	77,421.02	53,023.01	94,592.15	1,270.49	1,216.64	3,346.60	292,609.50
								1,230,137.51

[Annual average for four years, $271,338; increase, $25,311 (10.3 per cent).]

1891.....	$58,342.86	$63,921.74	$51,260.29	$89.257.97	$1,117.94	$998.27	$3,824.66	$268,723.70
1892.....	57,573.81	50,864.07	39,422.17	106,871.44	939.77	971.99	3,439.53	260,082.78
1893.....	46,821.65	52,742.38	44,984.08	109,096.47	2,508.28	986.08	2,883.19	260,022.13
1894.....	55,317.31	58,298.66	51,138.09	124,845.59	2,570.87	980.54	3,372.40	296,523.46
								1,085,352.07

The amount of commerce (principally coal), passing over and through the company's works, increases each year. During the year 1894 it was possibly 4,500,000 tons.

On behalf of the board of managers.

M. K. MOORHEAD, *President.*

R. L. HOXIE,
Major of Engineers, United States Army.

United States of America, western district of Pennsylvania.

CITY OF PITTSBURG,
County of Allegheny, State of Pennsylvania, ss:

William Bakewell, having been duly sworn, says that he is secretary and treasurer of the Monongahela Navigation Company, and that the foregoing statement, so far as it relates to matters of fact, is true to the best of his knowledge and belief.

W. BAKEWELL.

Sworn and subscribed before me this 25th day of September, A. D. 1895.

[SEAL.]

WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

UNITED STATES OF AMERICA,
Western District of Pennsylvania, ss:

I, William T. Lindsey, a commissioner of the circuit court of the United States for the western district of Pennsylvania, do hereby certify that each of the persons whose names are subscribed to the annexed statement subscribed to the same before me and swore before me that the facts therein set out are true according to his best knowledge and belief.

Witness my hand and official seal, at the city of Pittsburg, in said district, this 30th day of September, A. D. 1895.

[SEAL.]

WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

STATEMENT OF CERTAIN MEMBERS OF THE CHAMBER OF COMMERCE, PITTSBURG, PA.

PITTSBURG, PA., *September 26, 1895.*

DEAR SIR: The undersigned, as members of the Chamber of Commerce of Pittsburg, in compliance with your request, dated July 15, 1895, for an opinion on several questions relative to the purchase by the United States of the improvements and

franchises of the Monongahela Navigation Company, beg leave to make the following statement. To such of your interrogatives as seemed to us to require special professional and engineering knowledge, we refrain from replying as we do not feel that we possess the requisite thorough information for satisfactorily answering them.

We have, however, given to your question as to the "value of the improvements" and the "vested franchises" most careful attention and consideration, and have come, individually and collectively, to the opinion that the fairest and most equitable basis of such a valuation is found in the actual earning capacity of the company during an extended period. This method of valuation is one in common and extended use, and is the method which we apply in our own business transactions, and it would therefore seem perfectly equitable to apply it to a business transaction of the General Government. From the annual reports of the Monongahela Navigation Company, as rendered to the secretary of internal affairs of the State of Pennsylvania, we see that the net earnings of the company during the five years last past were $908,680, or an annual average of $181,736. Assuming that these earnings should represent 5 per cent on a fair capitalization of the company's property and franchises, we estimate their value at $3,634,720. We therefore concur, individually and collectively, in stating our belief that the "value of the improvements" and "the vested franchises" of the Monongahela Navigation Company is $3,634,720. This, of course, subject to correction for any errors made in computing the earnings as set forth in the reports above referred to.

WILLIAM MCCONWAY.
JOS. D. WEEKS.
CALVIN WELLS.
JOHN BINDLEY.
JAMES COLLARD.
MOSES ATWOOD.
JOHN EATON.
THOS. H. LANE.
JOHN WALKER.

Maj. R. L. HOXIE,
Corps of Engineers, U. S. A., Pittsburg, Pa.

We do solemnly swear that in all of the foregoing, to which our signatures are attached, the statements of fact are true to the best of our knowledge and belief; that the opinions given express our conclusions after careful reflection, and that we have no pecuniary interest in this matter.

WILLIAM MCCONWAY.
JOS. D. WEEKS.
CALVIN WELLS.
JOHN BINDLEY.
JAMES COLLARD.
MOSES ATWOOD.
JOHN EATON.
THOS. H. LANE.
JOHN WALKER.

REPORT OF MR. M. J. BECKER AND OTHERS UPON THE VALUE OF THE PROPERTY OF THE MONONGAHELA NAVIGATION COMPANY.

PITTSBURG, PA., *August 19, 1895.*

DEAR SIR: The undersigned, who, at your solicitation, have consented to make an examination of the property of the Monongahela Navigation Company for the purpose of ascertaining the value of its improvements, beg to report that they have visited the locks and dams upon the Monongahela River between Pittsburg, Pa., and Morgantown, W. Va., and made such examinations of the same as the means placed at their disposal would permit and justify.

They consider it proper to state that it would be impracticable to determine, with the limited opportunities at their command, the value of these improvements by any attempt to measure the actual quantities; that it would be exceedingly difficult to fix proper prices applicable to the present condition of the different classes of work, or to make reasonably satisfactory allowances for depreciations and changes of conditions.

In the absence of the original detail plans and regular construction records, the undersigned were, therefore, obliged to avail themselves of such evidences of the value of the improvements as are contained in the exhibits of the navigation company's reports, such as the treasurer's capital account for the original construction of the works; the estimates of the navigation company's engineer of October 8, 1886, and the report of J. Wainwright, consulting engineer (see House Ex. Doc., No. 112,

Forty-ninth Congress, second session), in which the value of the improvements is given from detailed measurements made in January, 1887, with application of prices ruling at that time.

By comparing these estimates and statements with each other, and verifying and correcting them in a general way from the personal examinations made by the undersigned, a compromise sum has been agreed upon, which is hereby submitted as representing as near as it now appears possible to determine the present value of the Monongahela Navigation Company's tangible property.

In Appendix No. 3, page 26, of the above-quoted public document, the treasurer's statement of the capital account charged to construction is given in gross as $1,826,071.10.

In Appendix No. 5, pages 33 and 34, of the same public document, the treasurer submits an amended and more detailed statement of the cost of the works, amounting to $2,001,206.94.

This statement contains items not properly chargeable to construction, as follows:

Repairs of damages by ice and flood	$67,036.76
Interest on bonds given for construction	326,471.21
Total	393,507.97

Leaving properly chargeable to construction $1,607,698.97.

In its report to the secretary of internal affairs of the State of Pennsylvania, for the years ending June 30, 1891, 1892, 1893, 1894, and 1895, the Monongahela Navigation Company gives its construction account, including cost of real estate, as follows:

1891	$1,924,115.83
1892	1,919,115.83
1893	1,918,629.83
1894	1,960,264.97
1895	2,030,180.15

The estimate made in January, 1887, by J. Wainwright, consulting engineer, on behalf of the Pittsburgh Coal Exchange, which estimate is given in detail in Appendix No. 2 on pages 18 to 26 of the aforementioned public document, and which estimate is accompanied by sketch plans of the locks and dams, gives the value of the improvements as existing in 1886, including the floating plant, and allowing 10 per cent for contingencies, and after deducting $204,300 for deterioration, at $2,107,205.67.

Col. T. P. Roberts, in his statement given under Appendix No. 4, of the above-named public document, pages 27 to 31, places the value of the improvements, including the real estate, at $2,504,700, from which should be deducted the item of repairing washouts in Dams 1, 2, and 3, $150,000, leaving $2,354,700.

In this estimate, which is based on entirely new work with prices ruling in 1886, Colonel Roberts makes no allowance for deterioration of the plant. This assumption seems inadmissible, and a reduction for deterioration amounting to, say, $250,000 would reduce his estimate to $2,104,700.

A comparison of these results, derived from the various sources stated, and extending over a period of eight years, shows in proportion to the large amounts involved such remarkably small differences, that the honesty of the statements and the fairness of the estimates must be admitted beyond question or dispute.

Considering further that the first statement of the treasurer of $1,826,071.10 unquestionably contained some of the items not chargeable to construction, which caused the second amended and more detailed statement to be reduced to $1,607,698.97, and admitting that among the items charged to repairs and not included in the foregoing sum, there may have been some expenditures for actual construction work which would likely somewhat increase the amount of the second statement, the apparent inconsistency between the first and second statements may be satisfactorily explained.

The close agreements between the estimate of J. Wainwright, consulting engineer of the coal exchange, and the estimate of T. P. Roberts, chief engineer of the Monongahela Navigation Company, as far as the actual value of the works is concerned, and making a reasonable deduction for deterioration, amounts practically to an agreement between the representatives of the two opposing interests; and inasmuch as the dimensions of the structures, as shown on the plans, and the quantities contained in the estimates of Mr. Wainwright remain unchallenged by the chief engineer of the Monongahela Navigation Company, the only questions remaining to be considered by the undersigned would be the fairness of the prices applied and the amounts deducted for deterioration.

After a full consideration of these questions we have concluded that while some of Mr. Wainwright's prices are slightly larger than could now be obtained for similar work, yet the amount of consequent increase would, in our judgment, be offset by the increased deterioration due to the additional time elapsed since 1886.

We therefore consider the actual value, exclusive of the franchise of the property of the Monongahela Navigation Company represented by the dams and locks numbered 1 to 7 inclusive, with the tools and fixtures thereto belonging, and including all real estate with the improvements thereon, and also the floating plant, as equal to the sum of $2,100,000.

The value of the franchise, which consists in the privilege of collecting toll from the traffic, and which unquestionably constitutes a very large element of the value of the entire property, can not, in our judgment, be considered as a separate and distinct part independent of the actual value of the improvements, but can only be considered as an essential part of the property of the Monongahela Navigation Company taken as a whole.

Two methods occur to us as admissible for determining the whole value of this property, including the franchise:

First. To acquire the property by a purchase of the shares at their lowest market value, which is now quoted at $78 per share. According to the annual report of the Monongahela Navigation Company of January 1, 1895, there were issued 33,631 shares, which, at $78 each, would amount to $2,623,218. This would virtually amount to a purchase of the total property, with all its assets and liabilities, so that on this assumption the purchaser would, upon acquiring the entire stock issued, be at once placed in possession of all tangible property of the navigation company, but would at the same time assume all its obligations, including a mortgage debt reported to be $250,000. It may be argued on the part of the stockholders of the navigation company that the value of the stock, as now rated in the market, does not represent its true worth, and that this reduction is due to the uncertainty of the tenure of the property pending the transfer of the property to the United States Government. On the other hand, it may also be argued that the reduction in the value of the stock is due to the gradual exhaustion of the Monongahela River coal field and of the opening of competing coal fields farther down the river with equal facilities for reaching the market. While there may be room for discussion on this question, we concluded that the rated value of the stock at the stock exchange was the only safe measure to be assumed by us as representing the real worth of the property.

Second. The second method would be to determine the value from the amount of interest received by the shareholders from their investments in the capital stock of the navigation company. According to the reports of the Monongahela Navigation Company to the secretary of internal affairs for the years 1891 to 1895, inclusive, the aggregate dividends distributed were, for the five years named, 45 per cent, or 9 per cent per annum on the par value of the 33,631 shares of stock at $50 each. In order to realize the same net revenue of $151,339.50, it would require a reinvested capital at 5 per cent interest of $3,026,790; but if the property was purchased on this basis, the party buying would have to pay off its mortgage debt out of the proceeds, but would be entitled to all other credits due to the company prior to the sale.

It appears to us that this latter method of fixing the value would not be as equitable as the first one above suggested, for the reason that it would amount to an absolute guaranty for all future time of an income upon the present low rate of interest, which, compared with the character of the property now exposed to risks and deterioration would seem to place the value for purchasing the property under the second method too high, and we are of the opinion that the nearest approach to the actual value of the property with all its privileges would be the current value of its stock, and we would, therefore, fix the value of all the tangible property of the Monongahela Navigation Company, including its franchises but subject to its indebtedness, at $78 per share if purchased now, or at such market value of the shares as may appear at the time of the transfer.

If you think that the foregoing statement and report, if embodied in the form of affidavits, will be of any service to you, please have the same incorporated in the form you may desire, and we will sign and return it to you in time for your own report.

Very respectfully,

M. J. Becker,
Thos. H. Johnson,
Geo. S. Davison,
Chas. Davis,
Julian Kennedy.

R. L. Hoxie,
Major of Engineers, U. S. A., Pittsburg, Pa.

I concur in the accompanying report, except that portion relating to the method of determining the value of the franchise:

First. The stock quotation on the Pittsburg Exchange of $78 per share is only for small lots of stock, the sale of which has evidently been influenced by anticipated condemnation proceedings by the United States Government, and forms no standard of value.

Second. Calculations based upon dividends paid during any period of years, without considering the question of surplus during the same period, are evidently incorrect.

Third. In computing the value of the locks and franchise, the net revenue should only be considered. According to a report issued by the secretary of the Monongahela Navigation Company (a copy of which is appended) for the year ending June 30, 1895, the net earnings were $194,283.95. To realize the same net revenue on a 5 per cent basis, would require an investment of $3,885,879, the purchaser at that price to assume the mortgage debt. When the business conditions during the close of 1894 and the early part of 1895 are considered, it is evident that any computations based on the revenue during that year can not be excessive.

GEO. H. BROWNE.

Statement of tolls received by the Monongahela Navigation Company each year and average of tolls received during successive periods of five years.

[Annual average for five years, $9,975.]

Year.	Lock 1.	Lock 2.	Lock 3.	Lock 4.	Lock 5.	Lock 6.	Total.
1841–1845	$26,540.68	$13,707.03	$2,061.31	$7,546.89	.....	.....	$49,875.91
							49,875.91

[Annual average for five years, $54,474; increase, $44,499 (446 per cent).]

1846	$24,609.56	$6,735.11	$3,173.06	$8,904.66	.....	.....	$43,422.39
1847	30,582.30	8,307.05	3,759.72	11,612.83	.....	.....	54,261.90
1848	34,271.21	8,256 30	4.346.61	9,749.81	.....	.....	56,623.93
1849	30,396.06	9,930.85	4,114.84	9,304.57	.....	.....	53,746.32
1850	37.456.64	11,731.79	5,709.25	9,416.12	.....	.....	64,313.80
							272,368.34

[Annual average for five years, $66,543; increase, $12,044 (22.1 per cent).]

1851	$38,489.82	$13,119.15	$4,868.72	$9,496.92	.....	.....	$65,974.61
1852	36,483.09	15,311.31	5,316.06	10,408.74	.....	.....	67,519.20
1853	34,173.97	13,924.52	5,313.80	9,254.62	.....	.....	62,666.91
1854	31,745.90	16,538.55	5,103.98	10,110.57	.....	.....	63,499.00
1855	36,591.62	20,283.47	7,163.13	9,016.16	.....	.....	73,054.38
							332,714.10

[Annual average for five years, $74,272; increase, $7,729 (11.6 per cent).]

1856	$16,117.54	$7,196.41	$2,975.54	$6,580.89	$209.63	$229.09	$33,309.10
1857	33,600.68	27,128.96	6,876.09	8,545.94	3.365.99	1,735.53	81,253.19
1858	31,643.73	24,529.81	5,797.18	5,713.74	1,695.98	3,718.29	73,098.73
1859	35,792.63	26,524.35	8,360.09	8,188.62	1,510.35	3,422.47	83,798.51
1860	40,708.67	33,914.68	11,592.45	8,443.72	2,228.94	3,013.15	99,901.61
							371,361.14

[Annual average for five years, $100,864; increase, $26,592 (35.8 per cent).]

1861	$24,095.35	$18,650.05	$8,405.85	$6,608.15	$2,859.32	$2,187.91	$62,806.63
1862	24,990.76	16,447.37	7,668.83	7,099.49	2,729.26	3,468.22	62,403.93
1863	34,627.81	24,870.06	11,106.00	9,810.43	2,533.01	4,226.71	87,174.02
1864	60,367.03	43,895.30	21,686.33	14,662.06	2,770.79	4,743.90	*139,081.21
1865	70,425.26	56,538.15	32,489.19	17,833.42	1,476.36	6,207.80	*152,855.33
							504,321.12

*Tonnage tax collected for State deducted from totals in these years, $143,210.87.

Statement of tolls received by the Monongahela Navigation Company each year and average of tolls received during successive periods of five years—Continued.

[Annual average for five years, $175,812; increase, $74,948 (74.3 per cent).]

Year.	Lock 1.	Lock 2.	Lock 3.	Lock 4.	Lock 5.	Lock 6.	Lock 7.	Total.
1866	$81,235.01	$68,458.19	$28,961.32	$17,572.06	$1,727.28	$8,168.44	.....	*$170,188.30
1867	59,143.26	49,831.20	20,462.13	14,568.52	2,392.25	5,630.34	.....	*126,387.45
1868	66,348.57	55,017.16	24,405.65	22,652.31	1,762.21	6,604.44	.....	*169,291.90
1869	75,382.66	72,257.67	30,739.03	26,391.75	1,755.45	7,147.12	.....	*195,300.60
1870	76,792.58	81,825.48	32,226.58	30,926.69	2,274.79	8,452.36	.....	*217,892.43
								879,060.68

* Tonnage tax collected for State deducted from totals in these years, $143,210.87.

[Annual average for five years, $197,362; increase, $21,548 (12¼ per cent).]

1871	$55,341.02	$61,139.10	$24,059.97	$24,113.64	$2,079.65	$7,517.21	.....	$174,250.59
1872	63,534.44	68,518.02	27,109.85	28,275.06	1,373.65	6,887.26	.....	195,698.28
1873	66,643.37	68,059.41	28,015.79	35,918.12	1,413.70	6,514.50	.....	206,564.89
1874	60,411.08	76,980.39	33,115.99	38,606.88	1,030.93	5,318.66	.....	215,463.93
1875	50,799.99	69,047.36	27,050.36	41,834.17	1,152.27	4,948.92	.....	194,833.07
								986,810.76

[Annual average for five years, $211,128; increase, $13,766 (7 per cent).]

1876	$57,593.13	$72,816.99	$32,376.67	$44,327.48	$1,153.86	$4,246.45	.....	$212,514.58
1877	63,609.38	80,336.58	30,908.07	45,299.25	1,299.08	6,537.67	.....	227,990.03
1878	56,516.80	75,027.21	29,683.34	36,722.47	611.74	4,935.74	.....	203,497.30
1879	45,132.63	63,421.14	23,972.95	36,936.11	771.69	4,472.90	.....	174,707.42
1880	61,319.72	84,813.09	36,585.17	47,387.18	713.44	6,110.59	.....	236,929.19
								1,055,638.52

[Annual average for five years, $238,160; increase, $27,032 (12.8 per cent).]

1881	$40,972.17	$101,357.63	$30,307.18	$37,959.34	$1,590.70	$4,721.08	.....	$216,908.10
1882	69,504.18	102,674.12	43,256.36	50,026.77	1,035.42	5,494.40	.....	271,991.25
1883	65,936.74	115,517.17	41,499.52	49,100.02	1,432.16	5,537.95	.....	279,023.56
1884	44,482.03	71,805.67	37,341.15	48,155.14	1,412.90	4,006.08	.....	207,202.97
1885	52,535.24	72,314.26	33,830.92	51,808.61	1,429.37	3,756.91	.....	215,675.31
								1,190,801.19

[Annual average for five years, $246,027; increase $7,867(3.3 per cent).]

1886	$52,554.48	$97,544.43	$39,387.67	$60,215.43	$1,265.24	$1,832.22	$2,542.36	$255,341.83
1887	46,691.26	61,990.36	35,269.09	50,229.88	1,331.97	1,665.71	2,979.41	200,157.68
1888	58,036.73	85,456.34	53,057.76	71,194.79	833.76	1,587.85	2,631.34	272,798.57
1889	45,654.16	54,647.08	38,903.93	64,308.27	1,228.12	1,337.83	3,150.54	209,229.93
1890	61,739.59	77,421.02	53,023.01	94,592.15	1,270.49	1,216.64	3,346.60	292,609.50
								1,230,137.51

[Annual average for four years, $271,338; increase, $25,311 (10.3 per cent).]

1891	$58,342.83	$63,921.74	$51,260.29	$89,257.97	$1,117.94	$998.27	$3,824.66	$268,723.70
1892	57,573.81	50,864.07	39,422.17	106,871.44	939.77	971.99	3,439.53	260,082.78
1893	46,821.65	52,742.38	44,984.08	109,096.47	2,508.28	986.08	2,883.19	260,022.13
1894	55,317.31	58,298.66	51,138.09	124,845.59	2,570.87	980.54	3,372.40	296,523.46
								1,085,352.07

LETTER OF MR. W. BAKEWELL, TREASURER MONONGAHELA NAVIGATION COMPANY, ESTIMATING THE VALUE OF THE COMPANY'S IMPROVEMENTS.

OFFICE OF THE MONONGAHELA NAVIGATION COMPANY,
Pittsburg, July 11, 1895.

Having been instructed to prepare an estimate of the value of the works and franchises of the Monongahela Navigation Company, to be submitted to you at your meeting this day, on the basis of the present net income, calculated at the rate of 4 per centum per annum interest, I beg leave to submit the following:

Tolls for the twelve months ending on June 30, 1895		$309,473.60
Deductions for same period of time:		
Expenses	$46,828.04	
Repairs	43,976.97	
Taxes paid to State	12,484.64	
Interest on bonds	11,900.00	
	115,189.65	
Leaving a net income of		194,283.95

Which amount, divided by 0.04, gives as the amount of principal required to yield that amount of interest $4,857,098.

But if, as it seems to me to be proper, the State taxes, engineering and legal expenses, and interest on bonds be deducted from the items of expense, etc., leaving only the salaries, cost of repairs, and cost of tending locks and collecting the tolls to be deducted from the gross amount of tolls, we have the following result:

Amount of tolls for year			$309,473.60
Expenses and repairs, etc		$115,189.65	
Less legal expenses	$2,500.00		
Interest	11,900.00		
State taxes	12,484.64		
Engineer's salary	2,400.00		
		29,284.64	
			85,905.01
Leaving a net revenue of			223,568.59

Which sum divided by 0.04 gives as the amount of principal required to yield that amount of interest $5,589,214 as the present value.

I have prepared, and submit herewith, a tabular statement of the whole amount of tolls from the several locks of this company, from the year 1841, when the collection of tolls was commenced, up to the end of June of the present year, giving the amount of tolls for each year, and from each lock separately. This statement also shows the average annual amount of tolls for successive periods of five years, giving the average increase.

The result shows a steady increase of tolls from the beginning, and demonstrates the fact that as the business is increasing very rapidly in upper pools of the river, so that the value of the franchises of this company is correspondingly increasing, and is in fact considerably greater than the amount indicated as above by the present net revenue.

Respectfully submitted.

W. BAKEWELL, *Treasurer.*

The BOARD OF MANAGERS OF THE MONONGAHELA NAVIGATION COMPANY.

We do solemnly swear that in all of the foregoing, to which our signatures are attached, the statements of fact are true to the best of our knowledge and belief; that the opinions given express our conclusions after careful reflection, and that we have no pecuniary interest in this matter.

M. J. BECKER.
THOS. H. JOHNSON.
CHAS. DAVIS.
GEO. S. DAVISON.
GEO. H. BROWNE.
JULIAN KENNEDY.

UNITED STATES OF AMERICA,
Western District of Pennsylvania, ss:

Before the undersigned, a commissioner of the circuit court of the United States for the western district of Pennsylvania, personally appeared the above-named affiants, who subscribed before me the foregoing report and accompanying affidavit and made oath that the facts therein stated are true as they verily believe.

Witness my hand and official seal, at the city of Pittsburg, in said district, this 27th day of September, A. D. 1895.

[SEAL.]

WM. T. LINDSEY,
United States Commissioner.

STATEMENT OF THE PITTSBURGH COAL EXCHANGE.

DEAR SIR: The Pittsburgh Coal Exchange, the official representative of the coal interest of the Monongahela Valley, respectfully submit as follows as to the commercial importance of the Monongahela River, and also the money value of the Monongahela Navigation Company's improvements, in connection with the necessity that the commerce of said river be made free:

COMMERCIAL VALUE.

"The Monongahela River, rising in West Virginia, running through Pennsylvania, and emptying into the Ohio at Pittsburg, has tributary to it a rich and well-settled country, of the products of which it is only necessary to consider the article of coal, the immense shipments of which are matters of public record. The item of coal alone which depends upon the Monongahela for an outlet to the markets of the country is sufficient in amount to make this stream of great national importance.

"The money value of the commerce on this river is very great, far in excess of that of a majority of the streams upon which the United States Government, under its policy of fostering commerce, has expended millions of dollars in improvements.

"The importance of the stream is indicated by the fact that the United States has already undertaken the improvement of the upper Monongahela in West Virginia by the construction of two locks and dams above the company's works; $397,900 has already been appropriated for such work. All the commerce developed in this part of the river by the Government improvements, destined for the lower Monongahela and Ohio, must avail itself of the works of the navigation company; and, in this connection, the act of August 5, 1886, in appropriating money for the upper Monongahela, provides that 'no charges or tolls shall be collected on any other part of the river on any commerce on said river which originates above the works herein appropriated for.'" (Report of United States Engineers, House Ex. Doc. No. 249, Fifty-third Congress, third session.)

From Pittsburg to the West Virginia line, 88 miles, the river is under the control of a private corporation, collecting tolls from the commerce of the river. The West Virginia portion of the river has been improved by the General Government and navigation made free. Such irregularities of rights prevailing on an interstate highway of commerce calls for speedy adjustment.

POPULATION.

The population of the seven counties through which the Monongahela flows, as ascertained at the census of 1890, is as follows:

Pennsylvania:		
Allegheny County	551,959	
Washington County	71,155	
Westmoreland County	112,819	
Fayette County	80,006	
Greene County	28,935	
Total Pennsylvania		844,874
West Virginia:		
Monongalia County	15,705	
Marion County	20,721	
Total West Virginia		36,426
Total Pennsylvania and West Virginia		881,300

AGRICULTURE OF THE MONONGAHELA VALLEY.

At present we have no statistics showing the value of the farms or of the agricultural products of the two Monongahela Valley counties in West Virginia. The acreage and value of farms and farm products for the five Monongahela Valley counties in Pennsylvania, as shown by the Eleventh Census, is as follows:

	Farms.	Value of farms.	Value of farm products.	Value of live stock.
Pennsylvania:	*Acres.*			
Allegheny County	362,114	$47,079,330	$4,380,880	$2,593,210
Washington County	353,012	8,423,470	1,409,260	1,520,700
Westmoreland County	526,198	33,481,515	2,968,540	3,176,525
Fayette County	371,783	19,795,250	1,655,840	1,695,280
Greene County	351,236	15,652,320	1,593,410	2,078,580
Total for 5 counties	1,964,343	124,431,885	12,007,930	11,052,295
Total for Pennsylvania	18,364,370	922,240,223	121,328,348	101,652,758

From the above it appears that the acreage of farms in the five counties in Pennsylvania is 10.7 per cent of the total farm acreage of the State; that the value of farms is 13.5 per cent of the total value; that the value of farm products is 9.9 per cent of the total value, and that the value of live stock is 10.9 per cent of the total value.

MANUFACTURES.

Unfortunately, the statistics of the value of manufactures at the Eleventh Census, for the Monongahela Valley counties are not at hand, but some idea of what the total must be can be gathered from the statement regarding the value of iron manufactures of Allegheny County, one of the five counties.

In 1893, the last year for which we have complete figures, out of a total production of 7,124,502 tons of pig iron in the United States, Allegheny County produced 1,697,207 tons; of a total of 63,613 tons of crucible steel, Allegheny County produced 43,289 tons; of a total production of 3,956,382 tons of all other kinds of steel, including Bessemer and open-hearth ingots, Allegheny County produced 1,547,484 tons; of a total production of 4,975,685 tons of all kinds of rolled iron and steel, including rails, Allegheny County produced 1,249,564.

On the banks of the Monongahela River are situated the largest iron and steel works in the world, Jones & Laughlin, Homestead, Duquesne, Edgar Thomson. One of these turns out more iron and steel yearly than the famous Krupp Works at Essen. These counties produced in 1894 nearly, if not quite, 20 per cent of all the pig iron produced in the United States.

PRODUCTION OF COAL.

It is from this bed along the Monongahela and Youghiogheny rivers that the well-known gas coals, used so extensively in the gas works of the United States, are mined, as well as the well-known Pittsburg steam, domestic, and industrial coal, and the coal that makes the well-known Connellsville coke.

This coal extends the entire navigable length of the Monongahela River. The total production of coal, all from this seam, in the seven Monongahela River counties in 1893 was as follows:

	Tons.	Tons.
Pennsylvania:		
Allegheny County	6,663,095	
Washington County	3,315,146	
Westmoreland County	7,439,760	
Fayette County	6,261,146	
Greene County	.....	
Total Pennsylvania		23,679,147
West Virginia:		
Monongalia County	38,600	
Marion County	1,062,334	
Total West Virginia		1,100,934
Total for seven counties		24,780,081

As the total production of coal in Pennsylvania in 1893 was 44,070,724 tons, it will appear from the above that the four counties in Pennsylvania bordering on the Monongahela River produced in 1893 53.7 per cent of the total production of Pennsylvania.

The total production of coal in West Virginia in 1893 was 10,708,578 tons. The two counties named, therefore, produced in 1893 10.3 per cent of the total production of West Virginia.

As the total production of bituminous coal in the United States in 1893 was 128,385,231 tons, and as the seven counties named produced 24,780,081 tons, they therefore produced 19.3 per cent of the total production of the United States in that year.

LUMBER ON THE MONONGAHELA.

We have no statistics in detail showing the amount of timber still standing in West Virginia, nor of that remaining on the headwaters of the Monongahela. The amount of timber remaining in the State, however, is something enormous. Ex-Governor Wilson says: "I have the statistics to prove that West Virginia has more of a surplus of hard wood than any other ten States in the Union." There are splendid forests of thousands of acres of untouched timber still remaining on the headwaters of the Monongahela River, especially on the Cheat and Tygarts Valley.

In order to show more in detail the character and amount of the water-borne commerce of the Monongahela River, we give below a statement of that passing through the seven locks belonging to the Monongahela Navigation Company in 1894.

Freight, except coal, shipped east and west on the Monongahela slack water during the year ending December 31, 1894.

[From annual report of Monongahela Navigation Company.]

EASTWARD.

Whisky	barrels	232
Lumber	feet	8,562,742
Timber	do	1,697,900
Fire clay	tons	70
Pit posts	number	162,500
Horses and cattle	do	485
Staves	do	98,239
Stone	perches	90
Brick	number	624,700
Classified freight	pounds	35,435,505

WESTWARD.

Sand	bushels	1,899,000
Whisky	barrels	9,018
Stone	perches	2,595
Posts	number	22,800
Sheep	do	5,787
Lumber	feet	1,182,450
Timber	do	302,980
Steel rails	tons	39,342
Hogs	number	1,217
Horses and cattle	do	425
Classified freight	pounds	19,318,120

Coal and slack shipped from the several pools of the Monongahela slack water during the year ending December 31, 1894.

[From annual report of Monongahela Navigation Company.]

Months.	Pool No. 1.	Pool No. 2.	Pool No. 3.	Pool No. 4.	Pool No. 5.	Total.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
January	754,500	3,294,500	2,584,500	6,155,900	1,500	12,790,900
February	1,855,500	4,044,500	2,516,100	4,689,400	.....	13,105,500
March	1,685,000	4,791,500	3,603,800	7,650,400	.....	17,730,700
April	1,394,500	3,116,000	2,159,000	7,080,300	.....	13,749,800
May	327,213	243,000	73,500	86,100	25,800	755,613
June	264,000	229,000	567,000	1,451,500	75,300	2,586,800
July	699,500	1,913,000	1,581,500	4,247,200	26,300	8,467,500
August	348,500	235,500	303,700	3,423,500	15,500	4,326,700
September	745,000	753,500	672,500	2,324,100	17,500	4,512,600
October	568,300	2,476,500	2,600,800	4,882,600	16,500	10,544,700
November	1,216,500	1,673,500	2,055,100	9,389,100	65,500	14,399,700
December	1,819,400	2,315,500	2,018,000	7,076,900	40,000	13,269,800
Total	11,677,913	25,086,000	20,735,500	58,457,000	283,900	116,240,313

Coke business for 1894.

[From annual report of Monongahela Navigation Company.]

	Bushels.	Tolls.
Total coke from Pool No. 1	305,000	$228.75
Total coal	116,240,313	203,176.09
Total	116,545,313	203,404.84

Comparison of the coal and coke business for 1893 and 1894.

[From annual report of Monongahela Navigation Company.]

Year.	Bushels.	Tolls.
1893	96,792,300	$176,566.86
1894	116,545,313	203,404.84
Increase	19,753,013	26,837.98

TOLL CHARGES.

However necessary toll charges on the commerce of the Monongahela River may be to enable the navigation company to maintain their plant and declare dividends, the following exhibit will make plain that these charges, in the aggregate, must be destructive to coal commerce when in competition with commerce from sections more favorably located and exempted, by the intervention of Congressional appropriation, from such destructive taxation:

Pools.	Toll rates per 1,000 bushels.	First cost coal land per acre.	Average yield coal, in bushels, per acre.	Toll charges, per acre, including toll on empty craft.
No. 1	$0.90	$600.00	120,000	$119.00
No. 2	1.80	400.00	125,000	250.00
No. 3	2.45	150.00	133,000	360.00
No. 4	2.65	100.00	175,000	545.00
No. 5	2.85	75.00	180,000	613.00
No. 6	3.05	50.00	180,000	699.00

It will be seen by the above that the cost of coal per acre, in the upper pools, is increased five and six times in consequence of toll charges, and the bulk of the trade is toward these pools as the mines in the lower pools are being exhausted.

These charges include the toll rates on empty crafts towed to the mines to be loaded with coal.

By their charter the navigation company have the authority to collect sufficient tolls to pay annual dividends of 12 per cent over all expenses and have so used this authority so that the commerce of the 88 miles within the State of Pennsylvania has to provide a dividend of 12 per cent for the privileges of navigation before any profit can accrue to the capital invested, while at the same time it has to compete with the commerce of free rivers. To overcome this disadvantage of conditions operators have increased their output, but only to aggravate the situation, and in many instances ending in bankruptcy.

RIVER TONNAGE.

To show the river tonnage of Pittsburg the following affidavit, made by J. Morton Hall, compiler of statistics for the report of the Pittsburg Chamber of Commerce for 1891, is submitted. The original affidavit is transmitted with this paper:

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally came J. Morton Hall, who, being duly sworn according to law, deposes and says that he compiled the report of the Pittsburg Chamber of Commerce for the year 1891, and that the following statement of river craft and tonnage is true and correct, according to the best of his knowledge and belief:

That the river tonnage of Pittsburg then embraced 96 towboats, 10 passenger boats, 1,800 barges, 1,500 coal boats, 500 flats, 200 fuel boats—representing a capital of $13,000,000.

That the tonnage capacity of the vessels employed in the coal trade on the Ohio River and owned at Pittsburg is vastly greater than that employed for any purpose and owned at any other single lake harbor or sea port in the United States. This vast carrying capacity is rendered necessary by the peculiar conditions existing in the navigation of our western rivers.

That in 1889 twenty-two firms and individuals, engaged chiefly in the coal trade, presented the following figures of this class of vessels owned in Pittsburg:

	Number.	Capacity.
		Tons.
Coal boats	1,467	1,174,600
Coal barges	1,776	958,100
Coal flats	648	120,000
Total	3,891	2,253,500

Average carrying capacity: Boats, 850 tons; draft, 7½ to 8 feet; barges, 480 tons; flats, 200 tons.

Coal transported in 1890 was 120,000,000 bushels. A large proportion goes south to Cincinnati, Louisville, St Louis, New Orleans, etc.

J. MORTON HALL.

Sworn to and subscribed on this 26th day of August, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Such are the features, such the industries, such the importance of the district drained by the Monongahela River. For what it is and what it shall surely become it demands attention and consideration. Above all as a great producer of fuel, which it sends to all points in the great Mississippi Basin which can be reached by water navigation, it is important that its fuel shall be transported at the smallest cost for freight. In the well-known system of towage in vogue on the Ohio is found the cheapest transportation known. Much of the coal which is sent to the homes and gas works and manufactories on the Ohio and Mississippi rivers from the Pittsburg district comes from the mines along the Monongahela and its tributaries, and is floated to Pittsburg on this river, and through the locks of the Monongahela Navigation Company. But the time has come when the transportation interests of this great natural highway should not be in the hands of a private corporation, and when the National Government should deal with this river just as it is dealing with all the other waterways of commerce, with its harbors and their channels, with its rivers and their outlets, with the Kanawha, the Ohio, the Mississippi, and with many other streams that do not begin to measure up to the importance of the Monongahela River.

The commerce of the Monongahela River in 1893 was practically equal to that of all the other tributaries of the Ohio River combined, and yet to this river there had been appropriated but $808,335, and this for the West Virginia portion, while to the other tributaries of the Ohio there had been appropriated $14,851,812, or nearly eighteen times more money than had been appropriated to the Monongahela River, with practically the same commerce.

Comparing the Monongahela River with the chief rivers of the Mississippi basin, its tonnage is considerably more than one-half of the tonnage of the Ohio, to which it contributes its tonnage, and yet the Ohio has had appropriated to its improvement eight times as much as the Monongahela; its tonnage is fifteen times that of the Missouri, and yet the Missouri has had six times more money appropriated to it; its tonnage is six times that of the Arkansas, and yet the amount of money appropriated to the Arkansas and estimated to complete existing projects will cost more than the total amount appropriated and estimated for the Monongahela.

COAL RESOURCES OF THE MONONGAHELA VALLEY.

Between Pittsburg, Pa., and Fairmont, W. Va., there are from 800 to 1,000 square miles of solid coal deposits accessible to the river—an amount sufficient to supply the wants of the South, Southwest, and Northwest, and all points accessible to water lines for the next thousand years.

MONEY VALUE.

Value of the works and other property of the Monongahela Navigation Company.—The property of the company consists in certain locks, dams, and appurtenances, and certain vested rights granted to the company by the State of Pennsylvania.

The works have a value to the company which has constructed and now owns them, and the franchise which authorizes the collection of tolls is also valuable. The works are important to the interests of commerce and navigation using them, and through these interests to the General Government, which ordinarily, under the conditions of commerce which here exist, builds and pays for such improvements.

Not having expert knowledge, we beg to submit the estimate of values contained in the report of the distinguished Board of United States Engineers, consisting of Majs. W. R. King, Amos Stickney, and Alexander Mackenzie (House Ex. Doc. No. 249, Fifty-third Congress, third session):

"*Value of the works (locks, dams, and appendages) of company, exclusive of franchise.*—The construction account as taken from the treasurer's statement, including cost of locks and dams, land damages, dredging, repairs of damages due to ice and floods, cribs, repair boats, lock houses and lots, interest on construction bonds, etc., is given as $2,001,206.94 (Appendix No. 5). This amount, together with item of $1,032,324.40 expended for general repairs, gives total outlay by company for construction and repairs, $3,033,531.34. The same authority, basing calculation on recent construction, makes the following estimate of value of locks and dams, apart from earning capacity, and not including engineering, land, or any other accessory:

"Taking the cost of lock and dam No. 7, being $161,733.13, as a basis, we have—

Seven locks and dams, at $162,000 each	$1,134,000
Additional lock, No. 3	220,000
Three additional locks, at cost of No. 4, $196,000	588,000
Total	1,942,000

"From this estimate it is argued by the treasurer that, with all accessories and additional expenses, the works could not be duplicated at the present time for less than from $2,250,000 to $2,500,000.

"The chief engineer of the company, in a detailed estimate of cost of building works *de novo*, fixes the value of such works, including all real estate and accessories, at $2,494,700. (Appendix No. 4.)

"It may be admitted that an estimate of about $2,250,000 for new and substantially built works and accessories (as enumerated) does not appear excessive; but the present question is the valuation of old works, now in use, it is true, but still, in many instances, in need of extensive repairs to make them as good as new. The cost of such repairs, in the opinion of the Board, is about $300,000, making the present intrinsic value of existing works about $1,950,000."

LETTER OF COMMITTEE OF RIVER AND COAL EXCHANGE, PITTSBURG, PA., TRANSMITTING REPORT AND APPRAISAL OF WORKS, BY MR. J. WAINWRIGHT, OF PITTSBURG, PA., CONSULTING ENGINEER OF THE PITTSBURGH COAL EXCHANGE.

[See page 22 and following, House Ex. Doc. No. 249, Fifty-third Congress, third session.]

PITTSBURG, PA., *January 14, 1887.*

GENTLEMEN: We herewith submit for your consideration a report and appraisal of the works of the Monongahela Navigation Company, prepared for the coal and river interests by Mr. J. Wainwright, consulting engineer, of Pittsburg, Pa.

Will you please insert the same in your records as a part of our case?

Yours, respectfully,

SAML. S. BROWN, *Chairman of Committee.*

BOARD OF ENGINEERS ON APPRAISAL OF WORKS OF THE MONONGAHELA NAVIGATION COMPANY.

EXTRACT AND SUMMARY FROM REPORT OF MR. J. WAINWRIGHT, CONSULTING ENGINEER.

The gates, lock walls, and upper portion of cribs, and the machinery of the locks, being the most exposed and more liable to decay than any other parts, must consequently bear the larger part of the depreciation. After considering several ways of arriving at the proper deductions to be made for depreciation, I have made the following estimates for deductions to determine the true value of the works at the present date:

Lock No. 1	$59,400
Lock No. 2	53,200
Lock No. 3	19,800
Lock No. 4	21,000
Lock No. 5	18,700
Lock No. 6	22,300
Lock No. 7	9,900
Total	204,300

Summary.

Lock.	Length dam.	Height dam.	Year built.	Estimated cost new work, January, 1887.	Deduction, account depreciation.	Actual value, January, 1887.
	Feet.	*Feet.*				
No. 1	960	25 / 40	1841 / 1848	$391,764.28	$59,400.00	$332,364.28
No. 2	910	25 / 40	1841 / 1854	336,283.01	53,200.00	283,083.01
No. 3	680	25 / 35	1844 / 1883	346,561.00	19,800.00	326,761.00
No. 4	608	20	1844 / 1886	365,138.50	21,000.00	344,138.50
No. 5	595	20 / 30	1856	178,492.50	18,700.00	159,792.50
No. 6	635	20 / 45	1856	240,300.00	22,300.00	218,000.00
No. 7	525	20	1884	167,829.50	9,900.00	157,929.50
				2,026,368.79	.....	1,822,068.79
Floating plant				25,000.00	.....	25,000.00
Engineering and superintendence				50,000.00	.....	50,000.00
				2,101,368.79		
10 per cent added for contingencies and risk				210,136.88	.....	210,136.88
Total				2,311,595.67	204,300.00	2,107,205.67

Yours, respectfully,

J. WAINWRIGHT,
Consulting Engineer.

Capts. S. S. BROWN, W. W. O'NEIL, I. N. BUNTON, and JNO. A. WOOD,
Committee River and Coal Exchange, Pittsburg, Pa.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared J. Wainwright, civil engineer, who, being duly sworn according to law, deposes and says that in the year 1886 he made a careful examination of the improvements of the Monongahela Navigation Company, the report of which examination was submitted to a Commission of Government Engineers in session at the city of Pittsburg and published in detail in House Ex. Doc. No. 112, Forty-ninth Congress, second session, and again in House Ex. Doc. No. 249, Fifty-third Congress, third session. The report as submitted and published, a summary of which accompanies this affidavit, is a true and correct statement of the Navigation Company's plant at that time, to the best of his knowledge and belief, and no special permanent additions have been made since the year 1886; the improvement is in condition and value practically the same now as at the time of his said report. In his opinion the entire plant can be rebuilt at a cost of about $2,000,000 on the plans of the present structures.

J. WAINWRIGHT.

Sworn to and subscribed on this 9th day of September A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

REPORT OF CHIEF ENGINEER OF MONONGAHELA NAVIGATION COMPANY UPON ESTIMATES OF COST OF CONSTRUCTION OF NEW WORKS AND VALUE OF ACCESSORIES.

ENGINEER'S OFFICE, MONONGAHELA NAVIGATION COMPANY,
Pittsburg, Pa., December 29, 1886.

SIR: You have asked me to present in writing my opinion, with the facts and data at my command, first, as to the value on a cash basis of the property of the Monongahela Navigation Company; second, as to the present condition of said works of improvement, their durability, etc.; third, as to their capacity for business, etc.

FIRST, AS TO THE CASH VALUE OF THE IMPROVEMENT.

The only correct method of arriving at the value of these works would be to present an estimate of what it would cost to build them *de novo*. The locks and dams are in the river doing the work called upon them to perform precisely in the manner of an existing railroad, and maintained like one, in continuous operation, by renewals and repairs. The efficiency of the locks since the introduction of machinery to operate them is now much greater than ever before in their history, and there is nothing in their nature to prevent them from being kept forever in the same efficient condition. Their maintenance, etc., is the lookout of the company, and while the company's interest is so involved with their efficiency it may be depended upon that the works will be kept up, just as before said a railroad is kept up; hence there is no way to get at the value of such a property, except as in the manner suggested.

In order to arrive at the value of the company's plant it would probably be best to have all the original plans at hand to obtain quantities; but unfortunately the early records and plans of the company have been destroyed by fires, so that it is now only possible to estimate the value of the works, using as a basis the cost of some of the more recent improvements, and present prices should of course rule in this matter.

The exact figures complete for only one dam and lock are known, viz, No. 7. This is the shortest dam on the river, and the lock is founded on rock, and the difficulties of its construction were very much less than those of any of the locks or dams below. It was built in 1883–84, and cost $161,700.

The conditions at No. 6 were not greatly different, excepting that the dam is longer; to replace it complete would cost, we might estimate on the same basis, about $170,000.

Lock No. 5 was built on gravel, and extraordinary difficulties were encountered here in securing foundations. The dam is also about 100 feet longer than No. 7 dam. A reasonable estimate for duplicating this work would be $210,000. It might be constructed for such an amount, but in all probability it would cost much more.

Old Lock and Dam No. 4 was also founded on gravel. Here, also, the dam is much longer than No. 7. When I say that I think it possible the old lock and dam might be duplicated for $200,000, I think you will agree with me that I am placing a low estimate upon it. Our new lock alongside of the old one has actually cost $204,000 to date, without any part of the dam entering into its cost. When entirely finished, as it will be next spring, new Lock No. 4, with its machinery, will have cost $210,000. However, for double Lock No. 4, with dam, in this estimate, I will put down $404,000.

Double Lock No. 3 and dam. At this place the new lock completed two years ago cost $220,000. It rests on a soft gravel bottom. The old lock and dam might possibly be duplicated for $220,000. We might say, therefore, for the whole, $440,000. A statement recently presented and furnished the United States engineers gives the dimensions of all the locks here referred to.

Double locks and dams No. 2 might be duplicated for somewhat less than No. 3. Just how many thousands of barrels of cement were required here after the completion of the locks, to secure the work, I do not know; eight or ten thousand, I think. Nothing of this sort is, however, included in the cost of these works. I merely mention the matter as a reminder of the treacherous nature, as a rule, of the bed of the Monongahela River. Our company has paid some hundreds of thousands of dollars for finding it out, and where such extraordinary repairs have been made the cost should really be charged to construction, and not, as our company has done in the past, to repair accounts. My estimates, therefore, of cost of duplicating our works, except in the case of repairs of breaches in dams (which I include in construction), are made on the basis that apparently solid gravel is safe to found upon, and that good luck attends the progress of the work. I would say, therefore, for No. 2, $425,000.

DOUBLE LOCKS AND DAM NO. 1 AT PITTSBURG.

The locks rest on rock, but the dam is on gravel, which at the end opposite the lock, is 40 feet below low-water surface. But for original construction we may assume that the work will cost about $400,000.

This dam has twice, in different places, washed out, the scour extending to 40 feet depth to the solid rock referred to. So, also, have Dams Nos. 2 and 3 washed out where the foundations proved treacherous. In the repair of these breaches upward of $150,000 have been spent in making broad and deep foundations. I think, therefore, it is proper to add this item to the gross cost of the works which I here recapitulate:

Locks and dam—	Cost.
No. 1	$400,000
No. 2	425,000
No. 3	440,000
No. 4	404,000
No. 5	210,000
No. 6	170,000
No. 7	161,700
Extra on dams	150,000
Total	2,360,700

The value of real estate, boats, machinery, etc., I have estimated as follows:

At Lock No. 1—	
Lot on Second avenue	$17,500
Brick dwelling, engine house, office, etc	12,000
Steam engines and operating machinery, including service bridge for steam pipe	10,000
At Lock No. 2—	
Real estate, brick dwelling, office, etc	12,000
Engine, turbine, and machinery	5,000
At Lock No. 3—	
Brick mansion, lot, 10 acres, more or less	10,000
Machinery	4,000
At Lock No. 4—	
Brick house and lot at lock	5,000
New buildings and lots	12,000
Remaining lots, 2 acres	2,000
Office building and 3-acre lot	2,000
Repair shop, railroad tracks, launch way, wharf, etc	5,000
Ice breakers (or harbor)	2,000
At Lock No. 5—	
Frame house and lot	5,000
At Lock No. 6—	
Frame house and lot	5,000
At Lock No. 7—	
Frame house, $5\frac{3}{10}$ acres	4,500
Actual cost of repair boats No. 2	20,000
Actual cost of repair boats No. 1	4,000
Flats	2,000
Pump boat and machinery	5,000

We have, therefore, for the total valuation of the locks and appurtenances of the Navigation Company—

Locks and dams	$2,360,700
Real estate, machinery, etc	134,000
Total	2,494,700

ESTIMATE OF COST OF CONSTRUCTION BY TREASURER OF COMPANY.

It is believed to be impossible to ascertain with any degree of certainty the exact cost of each separate construction constituting the works of the company, excepting as to the work done since 1881. One reason for this is that a good deal of construction work has at all times been done by the company's salaried employees, and the cost of material and wages has been charged to account of "Construction" without separating the items. Then again the company, when doing the work by contract, furnishes the iron work and cement, which also are usually charged to construction account without specifying the particular work.

The following is a condensed abstract of the construction account:

Lock and Dam No. 1		$96,623.10
Lock and Dam No. 2		96,635.94
Lock and Dam No. 3		116,884.89
Lock and Dam No. 4		109,242.82
Lock and Dam No. 5		102,457.88
Lock and Dam No. 6		96,378.96
Additional Lock No. 1		56,800.00
Additional Lock No. 2		45,186.02
Iron and lime in Locks 1–4		22,110.62
Raising height of Dam No. 2		7,705.00
Raising height of Dam No. 4		7,200.00
Raising height of Lock No. 1		4,976.13
Constructing Crib No. 1		6,000.00
Constructing anchor crib		3,000.00
Constructing crib at Lock No. 2		6,850.00
Constructing crib below Lock No. 1		1,951.50
Damages to land, etc., prior to 1863		15,150.10
Dredging to deepen river channel		9,798.50
Construction to replace work destroyed by ice and floods, etc		67,036.76
Engineering prior to 1870	$15,439.40	
Engineering since 1881	15,804.73	
		31,244.13
Repair boat No. 1	5,818.14	
Repair boat No. 2	19,036.70	
		24,854.84
Lock houses and lots and houses for hands		23,962.78
Items of construction not charged to separate items of work		114,046.73
Interest on bonds, etc., given for construction		326,471.21
Pumping machinery for pump and locks, two-thirds of cost		1,000.00
Chute in Dam No. 1		26,115.74
Lock and Dam No. 7		161,733.13
Additional lock at Dam No. 3		220,214.43
Additional lock at Dam No. 4		199,575.73
Total		2,001,206.94

The total amount of construction account above given is larger than the amount given in my previous statement, chiefly by reason of the addition of the following items:

Coupons paid on construction bonds from July, 1870, to December, 1886.	$134,945.00
Also the following items of construction, omitted in making out former statement:	
Building crib at Lock No. 2	6,850.00
Raising Dam No. 4	7,200.00
Dredging river channel	1,950.00
Pumping machinery	1,000.00
Paid on new construction in 1872	13,586.69
Paid on new construction in 1873	5,865.31
Paid on new construction in 1880	3,627.93
Total	175,024.93

The above statement of cost of construction, aggregating the sum of $2,001,206.94, represents accurately (as I believe, after as careful examination as it was possible to make in the time), the cost of the construction of the works of the company, and does not include any part of the amount of $1,032,324.40 paid from time to time for repairs, as appears in a former part of this paper. Much of the work charged to repair account was in fact reconstruction, and might perhaps have been more properly charged to construction account.

DATES OF CONSTRUCTION.

Locks and Dams Nos. 1 and 2 were completed in the fall of the year 1841. Locks and Dams Nos. 3 and 4, completed fall of 1844. Additional Lock No. 1, built in 1847. Additional Lock No. 2, built in 1854. Locks and Dams Nos. 5 and 6, completed in fall of 1856. Lock and Dam No. 7, completed in fall of 1884. Additional Lock No. 3, completed in fall of 1884. Additional Lock No. 4, completed in fall of 1886.

Taking the 7 dams and 11 locks alone, a very fair estimate of their present value, apart from their earning capacity, may be had by taking the cost of the recently constructed work as a guide.

The new Lock and Dam No. 7 may be taken as representing in size and amount of work the original locks and dams, excepting that Dam No. 7 is shorter than the others, and in size, etc., the extra Lock No. 4 may be taken as a type of the four additional locks. This average estimate will not be far out of the way, although manifestly an underestimate of the money value of the seven locks, for the reason that Lock No. 7 has a rock foundation, thus saving the cost of a bottom of timber, concrete, and plank, necessary where (as in the case, I think, with all the other locks) the foundation is gravel.

The estimate above suggested (the cost of Lock and Dam No. 7 being $161,733.13) would result thus:

Seven locks and dams, at $162,000	$1,134,000
Additional Lock No. 3, at cost, say	220,000
Three additional locks, at cost of No. 4, viz, $196,000 each	588,000
Total	1,942,000

W. Bakewell,
Treasurer Monongahela Navigation Co.

The plant is substantially the same at present as at the time of the completion of the second lock at Lock No. 4 in the year 1886, except the depreciation on account of the general wear of the nine years which have elapsed since the testimony of valuation submitted to the United States Board of Engineers and the general depreciation in value of stocks which has taken place in recent years.

Affidavits of Thomas T. Dunlevy, Samuel J. Reno, Charles K. Farrow, and Henry W. Wolfe, pilots navigating the Monongahela River, are submitted along with this paper, stating that no expensive additions have been made to this plant since the completion of the second lock at Lock No. 4 in 1886.

MONEY VALUE BASED ON STOCK.

"Basing calculations on sales of stock and number of shares of capital stock actually issued at time of sales, the value of the works and property of all kinds, including franchise and the assumption of liabilities, would appear to have been $2,009,300 in September, 1884; $2,126,477 early in 1886, and $2,205,472 in December, 1886. The satisfaction of the liabilities would require a sum varying from day to day. This amount at the date of the treasurer's statement was $277,082, which should be added to the $2,205,472, making $2,482,554, as an actual valuation, based on the last market sales. A legitimate increase of capital stock which is being made will, within certain limits, increase the value of the property, but to what extent the Board can not determine. The intrinsic value of the works and appendages, including all items enumerated by the treasurer and chief engineer in their estimates of December 30 and December 29, and excluding the franchise or right to take toll, is placed by the Board at $1,950,000, which does not exceed the tax in the form of tolls which commerce would pay, under present control, during the next nine years.

"From affidavits furnished through the company it appears that stock of company sold in September, 1884, for $100 per share; early in 1886, at $89 per share, and in December, 1886, at $82 per share. Taking the number of shares of capital stock actually issued at the dates given, we obtain the following calculation:

20,093 shares, at $100	$2,009,300
23,893 shares, at $89	2,126,477
26,896 shares, at $82	2,205,472

"It is understood that the stock is not commonly bought and sold on the market, and that the above sales were of small lots. These facts and other causes may possibly have resulted in prices which do not definitely fix the value of the works and property to the company. The computation is given to indicate a method rather than positive value." (Pp. 10 and 11, House Ex. Doc. No. 249, Fifty-third Congress, third session, report of Board of United States Engineers.)

MONEY VALUE BASED ON COMPANY'S PROPERTY RETURNS FOR STATE TAXATION.

As to the value of the company's property, under the laws of Pennsylvania, all transportation and transmission companies, under which class the navigation company would come, are obliged to make return, under oath, of the actual value of their property, this value being supposed to be the market value ascertained by taking the average price at which the shares sell in a given year. The annual report of the auditor-general of the State of Pennsylvania, to whom such returns are made, shows that the navigation company paid in the year 1894 a tax on their capital stock of $11,871.72. As the tax was 5 mills on the dollar, this would be equivalent to a valuation of capital stock of $2,374,344. According to the report made by the navigation company to the secretary of internal affairs of Pennsylvania for the same year, it appears that the company had $250,000 of bonds. If we accept the value of the stock at the figures named above, $2,374,344, and add to it $250,000 worth of bonds at par, we shall have a total valuation of the property of the company of $2,624,344.

PROPER METHOD OF ARRIVING AT THE VALUE OF CORPORATE PROPERTY, AS STATED BY UNITED STATES SUPREME COURT.

The proper method of arriving at the true value of corporate property issuing securities, such as stocks and bonds, and including in this value its franchises, has several times been stated by the Supreme Court of the United States. Probably the clearest statement of what they regard as the true method of valuation is laid down in the State railroad tax cases (92, U. S. 575). In this opinion Mr. Justice Miller says (p. 604): "It may be assumed for all practical purposes, and it is, perhaps, absolutely true that every railroad company * * * has a bonded indebtedness secured by one or more mortgages. The parties who deal in such bonds are generally keen and far-sighted men, and most careful in their investments. Hence the value which those securities hold in the market is one of the truest criteria, as far as it goes, of the value of the road as a security for the payment of those bonds. These mortgages are, however, liens on the road, and, taking precedence of the shares of the stockholder, may or may not extinguish the value of his shares. They must in any event affect that value to the exact amount of the aggregate debts. For all that goes to pay the debt, and its interest diminishes *pro tanto* the dividend of the shareholder, and the value of his shares. It is therefore obvious that when you have ascertained the current cash value of the whole bonded debt, and the current cash value of the entire number of shares, you have, by the action of those who above all others can best estimate it, ascertained the true value of the road, all its property, its capital stock, and its franchises, for these are all represented by the value of its bonded debt and the shares of its capital stock." In the case of Pittsburg, Cincinnati and St. Louis Railway *v.* Backus (154, U. S., 421), the judgment in the State railroad tax cases was cited and approved, and Mr. Justice Brewer said (p. 429), "The stock and the indebtedness represent the property."

It is, therefore, the opinion of the Supreme Court of the United States that the current cash value, which is the market value, of the whole bonded debt and the current cash value of the entire number of shares give the true value of a railroad, all its property, its capital stock, and its franchises.

Of course the same would be true of a canal or navigation company.

MARKET VALUE OF NAVIGATION COMPANY'S PROPERTY.

In the annual report of the Monongahela Navigation Company for the year 1894, the capital stock of the company is given at $1,681,550. As the par value is $50 per share, this would represent 33,631 shares, an increase of 13,538 shares since September, 1884.

The following letter and affidavit is submitted herewith, showing the market price of the stock of this company for the last five years:

PITTSBURG, PA., *August 21, 1895.*

Capt. JOHN F. DRAVO.

DEAR SIR: In compliance of your request I have run over my books and find the following sales of Monongahela Navigation Company stock:

Jan. 21, 1890, 52 shares at $87.75.
Jan. 21, 1890, 30 shares at 86.00.
Feb. 15, 1890, 42 shares at 83.00.
Mar. 17, 1890, 15 shares at 83.00.
May 12, 1890, 25 shares at 76.00.
July 12, 1890, 50 shares at 70.00.
Oct. 11, 1890, 6 shares at 73.50.
Jan. 27, 1891, 2 shares at 70.00.
Mar. 14, 1891, 8 shares at 70.00.
Jan. 7, 1893, 30 shares at 70.00.
Apr. 6, 1894, 17 shares at 67.25.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, a notary public in and for said county and State, came John D. Bailey, stock and real-estate broker, who being duly sworn, says that he is and has been for thirty years engaged in selling stocks and that at the request of Capt. John F. Dravo he has examined his books and finds the foregoing sales of Monongahela Navigation Company stocks.

JOHN D. BAILEY.

Sworn and subscribed before me this 21st day of August, 1895.

[SEAL.] JOHN F. SWEENEY, *Notary Public.*

From the foregoing, it would appear that the average price per share of this stock in five years has been $76. Taking 33,631 shares at $76 per share, we obtain $2,555,956. Adding the $250,000 worth of bonds of the company, we find the market value, including franchise, to be $2,805,956, based on the increased number of shares of stock now issued at the average price per share in the last five years. By a similar calculation, based on the last reported sale (April 6, 1894) at $67.25, we find the market value to have been, on that date, $2,511,685, and this includes the $250,000 worth of bonds of the company.

Estimating the money value of the company's property, in round numbers, at $2,200,000, and adding $500,000 for franchise, which certainly is a liberal allowance, we have the sum of $2,700,000, agreeing substantially with the sworn valuation of the property as returned by the company to the State authorities for taxation.

It is fully admitted that the company ought to receive a liberal compensation. The plant has rendered valuable service to the commerce of the river, but competition made potent by Congressional aid forces the demand that the commerce be made free. A free Kanawha makes a free Monongahela an imperious necessity. In view of this pressing necessity, if the navigation company, inspired by the spirit of greed, is not willing to accept a fair compensation, then, in the name of an oppressed commerce, and common equity that ought to prevail on all of the nation's highways, we beg Congress to take possession of the river at once, and by process of condemnation and judicial adjustment of value restore to the people of the Monongahela Valley like privileges of citizens using the waters of other rivers of the United States.

THE VALUE OF THE STOCK AS A PERMANENT INVESTMENT.

The value of the property is dependent upon its dividend earning capacity. This capacity is subject to contingencies and limitations.

(1) Floods and ice break-ups may damage the property, making necessary costly repairs. Such damages have occurred in the past, and will doubtless occur again, and possibly to even a greater extent. Ice gorges and floods twice destroyed like dams and locks on the Youghiogheny River, a tributary of the Monongahela.

(2) The inevitable decrease of the coal trade, the main source of revenue of the navigation company, if toll charges are continued, in consequence of the competing coal commerce of the Great Kanawha River, upon which the Government has made navigation free.

(3) Proposed railroads by which coal will be shipped to points on the Ohio River below Wheeling, W. Va., and there loaded into barges for river transportation, thus avoiding the extra costly transportation of the Monongahela River.

(4) The extension of slack-water improvements from the Pennsylvania State line to Fairmont, W. Va. An act of Congress, approved August 5, 1886, in appropriating money for the upper Monongahela River, provides that "no charges or tolls shall be collected on any part of the river on any commerce on said river which origi-

nates above the works herein appropriated for." That is, all commerce originating on the pools above the free locks and dams of the upper Monongahela River shall have free and unobstructed transit over the waters of the Monongahela River to such markets as the said commerce may seek, and the Monongahela Navigation Company must provide, at an increased cost, for the passage of such commerce, without adding to the revenues of the company, which must inevitably impair the value of the stock as a permanent investment.

These several contingencies menace the future of the plant as a dividend producer.

PRESENT PLAN OF IMPROVEMENT APPROVED.

The plan of improvement, that is, locks and permanent dams, is precisely adapted to the necessities and conveniences of the coal trade, and no radical change in the structure and character of the improvement is desired. Indeed, the movable dam system would not answer for the coal trade on this river. The Government has wisely adopted the permanent dam feature on the upper Monongahela.

THE BURDENSOME TAX ON COMMERCE.

The following sworn statements from a few of our coal shippers, covering only the last five years, attest the phenomenal injustice of existing toll charges on the Monongahela River, and specially emphasize this injustice when it is seen that single firms pay yearly amounts ranging up to $35,000 for what the navigators of all the other rivers of the United States possess without charge or cost. Such flagrant injustice ought not to be permitted to exist a moment longer than Congress—the guardian of the people—may have time to formulate an act restoring to the navigators of the Monongahela River equal rights and privileges with the navigators of the other natural waterways of the nation:

	Coal shipped in last five years, 1890-94, inclusive.	Lockage paid in that time.
	Tons.	
W. H. Brown Sons	2,297,258	$127,994.03
T. M. Jenkins & Co	1,957,939	124,148.03
W. W. O'Neil Coal Co	1,082,877	63,097.16
Advance Coal Co	669,346	46,218.12
C. Jutte & Co	2,470,000	142,195.25
O'Neil & Co	733,357	45,960.23
Lysle Coal Co	965,836	45,980.40
Joseph Walton & Co	2,098,288	93,740.86
John A. Wood & Son	596,145	45,067.71
S. S. Crump & Co	1,082,218	50,520.46
Pacific Coal Co	574,675	38,751.84
Total	14,527,939	823,674.09

WHY THE NAVAGATION SHOULD BE FREE.

With the exception of a single river, and that of but little commerce, there is not another navigable river in the United States on which toll charges are levied. Coast, as well as inland waters, harbors, bays, channels, and inlets of ocean and gulf have been improved at enormous expense and their navigation made free.

The Monongahela should be made free because its commerce justifies it, being larger than that of any other interior navigable river in the United States, except the Ohio proper and the Mississippi, and it furnishes more than half of the tonnage of the Ohio.

The industries of the section through which it flows and of the great industrial city at its mouth demand it. It is one of the busiest valleys in the United States. Its agriculture, manufacturing, mining, all would be benefited by this act of justice, and as millions have been spent on other rivers to benefit similar industries whose productions do not approach those of the Monongahela, why should not the Monongahela be also favored—no, not favored—dealt with justly and equitably?

Further, it is not only the industries that are located on the banks of this river that will be benefited. That there is not an industrial establishment located within reach of the navigable waters of the Mississippi and its branches that is not interested in securing its fuel at the lowest possible figure. The sugar houses of Louisiana equally with the iron works of Pittsburg, the gas works, foundries, and machine shops, agricultural implement works, manufactories of all kinds, as well as all fuel users, are concerned that this toll should be removed. It is the larger fuel users especially that can not bear these extra burdens.

PUBLIC DEMAND FOR FREE NAVIGATION.

The fact that the commerce of this river, so important to a large number of States, is the only commerce having interstate relations of any special importance within the territorial limits of the United States subject to private or corporate taxation, ought, on the principle of common equity, secure immediate Congressional action, adding the commerce of this river to the free commerce of the rest of the nation's free waterways.

In proof of the demand for a free Monongahela River the following action of boards of trade and other industrial associations is respectfully submitted:

1. Louisville Board of Trade, Louisville, Ky.
2. Merchants' Association, Aurora, Ind.
3. New Orleans Cotton Exchange, New Orleans, La.
4. New Orleans Board of Trade, New Orleans, La.
5. Cotton Exchange, Natchez, Miss.
6. Pittsburg Chamber of Commerce, Pittsburg, Pa.
7. Louisiana Sugar Planters' Association, Louisiana.
8. Citizens' meeting, Brownsville, Pa.
9. Citizens' meeting, Belle Vernon, Pa.
10. Commercial Club, New Albany, Ind.
11. River and Harbor Convention, New Orleans, La.
12. Citizens' meeting, Charleroi, Pa.
13. Mechanics, Dealers, and Lumbermen's Exchange, New Orleans, La.
14. Citizens' meeting, Elizabeth, Pa.
15. Louisiana Sugar and Rice Exchange, New Orleans, La.
16. Convention on Improvement of Western Waterways, Cincinnati, Ohio.
17. Convention on Improvement of Western Waterways, Evansville, Ind.

And others to follow.

The following act was passed by the legislature of the State of Pennsylvania, session of 1894–95, and signed by the governor:

"*Be it enacted by the senate and house of representatives of the Commonwealth of Pennsylvania in general assembly met, and it is hereby enacted by the authority of the same,* That when the United States shall acquire by purchase, condemnation, or otherwise any or all of the real estate belonging to the Monongahela Navigation Company consisting of locks, dams, abutments, lock houses, or other real estate used in connection with the slack-water improvements on the Monongahela River, Pennsylvania, thereby cedes to the United States jurisdiction over the said real estate so acquired."

The City Press, commenting on the action of the legislature, uses the following pertinent language:

"It has ceded to the United States all the rights and privileges Pennsylvania has, and leaves the purchase or condemnation of private interests by the Government of the United States to be absolutely settled by it and those who hold the franchises. In other words, it abandons any interest it has or may have had for the general good. It is the first real progress made in the effort for free navigation and is notice to every interest that the great State of Pennsylvania wants no restrictions on commerce within her territory, and especially when it affects the people along one of the noted rivers of the world.

"For twenty years the agitation of this matter has been kept up and each recurring year with new and added force, until the demand of the people and interests outside of the Slack Water Navigation Company is universal. It is to be hoped that this public spirit of Pennsylvania, officially promulgated, may be met by Congress in the same spirit and with the same end in view. The General Government has wisely provided that the navigation of all rivers shall be unhampered by avaricious abutting interests or by bridges that interfere with travel or the transportation of matter, and it ought not further allow the commerce of the people to be taxed for improvements paid over and over again. The locks and dams on the Monongahela are the equivalents of tollgates on public highways and as such should be purchased or condemned when public traffic reaches that volume that its interests are paramount to all others, and has given more than a fair equivalent for all it has received.

"We would be sorry to urge confiscation of this property or destroy its earning power, but the people and the Government have a right to expect that the property will be sold for an amount that will earn in the money markets of the world a fair interest on the money invested and nothing more than that. If great profits have been made and are still being made, it is an arbitrary charge for transportation on a sheet of water provided by nature and belonging of right to the people, who, after a long lapse of years, desire its restoration as a matter of right and on terms that are fair and equitable."

In presenting this plea for a free river, the coal exchange has been inspired by a broad and liberal spirit toward the navigation company, having no desire to undervalue their improvement or to antagonize a generous compensation, but if the

company, having by an "accident of fortune" obtained State control before the United States began to "exercise positive legislation over its navigable waters in order to preserve them for all of its citizens," is disposed to disregard the wants of the people and the awakened spirit of national legislation, by demanding a speculative compensation, then the taxed commerce of this national highway ought to be immediately relieved by such processes as are within the power and authority of Congress. Why should the citizens of Pennsylvania be taxed for the use of this waterway when all other waterways of the nation are free to the citizens of all other States in the Union? In the last thirty years the citizens of Pennsylvania have paid into the Treasury of the United States over $360,000,000, of internal revenue. Will Congress refuse to expend two or three millions of this vast sum to liberate a commerce which has contributed its full share of these millions of public funds? We can not believe that Congress will disregard our just plea for speedy relief, and in this cherished faith we take new courage.

SUMMARY AND CONCLUSIONS.

We conclude in the language of the Government Engineers' Report of 1886, found on pages 11 and 12 of House Ex. Doc. No. 249, Fifty-third Congress, third session:

"The commercial importance of the Monongahela River is very great, and the river properly belongs to and should be considered among the important navigable waters of the United States.

"The tax on the commerce of this section of the country appears unjust while the avenues to market of competing sections are made free by the Government, as in the case of the Kanawha, and particularly of the portion of the Monongahela itself situated above the company's works, the commerce of which, passing through the lower portion is relieved from the payment of tolls to the Monongahela Navigation Company by the act of Congress, approved August 5, 1886."

All of which is respectfully submitted as the action of the Pittsburgh Coal Exchange.

WM. W. O'NEIL, *President.*
JOHN F. DRAVO, *Secretary.*

[Seal of Pittsburgh Coal Exchange.]

Maj. R. L. HOXIE,
Corps of Engineers, U. S. A.

We do solemnly swear that in all of the foregoing, to which our signatures are attached, the statements of fact are true to the best of our knowledge and belief, and that the opinions given express our conclusions after careful reflection.

WM. W. O'NEIL.
JOHN F. DRAVO.

UNITED STATES OF AMERICA,
Western District of Pennsylvania, ss:

I, William T. Lindsey, a commissioner of the United States for the said district, do hereby certify that each of the persons whose names are subscribed above, subscribed the same before me and swore that the facts set out in the foregoing papers are true according to his best knowledge and belief.

Witness my hand and official seal this 30th day of September, A. D. 1895, at the city of Pittsburg, in said district.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

AFFIDAVIT OF MR. J. MORTON HALL.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally came J. Morton Hall, who, being duly sworn according to law, deposes and says that he compiled the report of the Pittsburg Chamber of Commerce for the year 1891 and that the following statement of river craft and tonnage is true and correct according to the best of his knowledge and belief:

That the river tonnage of Pittsburg then embraced 96 towboats, 10 passenger boats, 1,800 barges, 1,500 coal boats, 500 flats, 200 fuel boats, representing a capital of $13,000,000.

That the tonnage capacity of the vessels employed in the coal trade on the Ohio River and owned at Pittsburg is vastly greater than that employed for any purpose and owned at any other single lake harbor or seaport in the United States. This vast carrying capacity is rendered necessary by the peculiar conditions existing in the navigation of our western rivers.

That in 1889 twenty-two firms and individuals, engaged chiefly in the coal trade, presented the following figures of this class of vessels owned in Pittsburg:

	Number.	Capacity.
		Tons.
Coal boats	1,467	1,174,600
Coal barges	1,776	958,100
Coal flats	648	120,800
Total	3,891	2,253,500

Average carrying capacity: Boats, 850 tons; draft, 7½ to 8 feet; barges, 480 tons; flats, 200 tons.

Coal transported in 1890 was 120,000,000 bushels. A large proportion goes south to Cincinnati, Louisville, St. Louis, New Orleans, etc.

J. MORTON HALL.

Sworn to and subscribed on this 26th day of August, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

AFFIDAVIT OF MR. THOS. T. DUNLEVY.

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared Thos. T. Dunlevy, who, being by me first duly sworn, deposes and says that he has been a pilot on the Monongahela River for eleven years; that he has taken steamers and tows through the locks of the Monongahela Navigation Company frequently and is familiar with the condition of the improvement of this company; that since the completion of the second lock at Lock No. 4 no expensive additions have been made to the plant, only such repairs as are made necessary by the ordinary wear of such kind of works; the plant remains substantially as it was in 1886, the time of the completion of the second lock at Lock No. 4, according to the best of his knowledge, information, and belief.

THOS. T. DUNLEVY.

Sworn to and subscribed on this 30th day of August, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and signature acknowledged before me this 30th day of September, 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

AFFIDAVIT OF MR. SAM. J. RENO.

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared Sam. J. Reno, who, being first duly sworn according to law, deposes and says that he has been a pilot on the Monongahela River for twenty-one years; that he has taken steamers and tows through the locks of the Monongahela Navigation Company frequently and is familiar with the conditions of the improvement of this company; that since the completion of the second lock at Lock No. 4 no expensive additions have been made to the plant, only such repairs as are made necessary by the ordinary wear of such kind of works; the plant remains substantially as it was in 1886, the time of the completion of the second lock at Lock No. 4, according to the best of his knowledge, information, and belief.

SAM. J. RENO.

Sworn to and subscribed on this 29th day of August, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and signature acknowledged before me this 30th day of September, 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

AFFIDAVIT OF MR. CHAS. K. FARROW.

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared Chas. K. Farrow, who, first being duly sworn according to law, deposes and says that he has been a pilot on the Monongahela River for fifteen years; that he has taken steamers and tows through the locks of the Monongahela Navigation Company frequently and is familiar with the conditions of the improvement of this company; that since the completion of the second lock at Lock No. 4 no expensive additions have been made to the plant, only such repairs as are made necessary by th ordinary wear of such kind of works; the plant remains substantially as it was in 1886, the time of the completion of the second lock at Lock No. 4, according to the best of his knowledge, information, and belief.

CHAS. K. FARROW.

Sworn to and subscribed on this 29th day of August, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and subscribed (signature acknowledged) this 30th day of September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

AFFIDAVIT OF MR. HENRY W. WOLFE.

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared Henry W. Wolfe, who, being first duly sworn, deposes and says that he has been a licensed pilot on the Monongahela River since 1872; that he has taken steamers with tows of coal through the locks of the Monongahela Navigation Company, and is familiar with the condition of the slack-water improvements belonging to the said company, and that since the completion of the second lock at Lock No. 4 no expensive additions have been made to the plant, only such repairs as are made necessary by the ordinary wear of works of this kind; the plant remains substantially as it was in 1886, the time of the completion of the second lock at Lock No. 4.

HENRY W. WOLFE.

Sworn and subscribed on this 29th day of August, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and subscribed (signature acknowledged) this 30th day of September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

AFFIDAVIT OF MR. J. A. CLOW.

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, a United States commissioner in and for said district, personally appeared J. A. Clow, who, being duly sworn, deposes and says that he has been a pilot on the Monongahela River for twenty-three years; that in that time he has frequently taken steamers and tows of coal through the locks of the Monongahela Navigation Company, and that he is familiar with the condition of the slack-water improvements of this company, and that since the completion of the second lock at Lock No. 4 by the said navigation company there have been no expensive additions made to the plant, only repairs such as are made necessary by wear on works of this kind, and that the plant remains substantially the same as it was in the year 1886, the time of the completion of the second lock at Lock No. 4, according to the best of his knowledge, information, and belief.

J. A. CLOW.

Subscribed and sworn to before me this 30th day of September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

AFFIDAVIT OF MR. ALBERT KENNEDY.

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, a commissioner of the circuit court of the United States for the western district of Pennsylvania, personally appeared Albert Kennedy, who, being duly sworn, deposes and says that he has been a pilot on the Monongahela River for sixteen years; that in that time he has frequently taken steamers and tows of coal through the locks of the Monongahela Navigation Company, and that he is familiar with the condition of the slack-water improvements of this company, and that since the completion of the second lock at Lock No. 4 by the said navigation company there have been no expensive additions made to the plant, only repairs such as are made necessary by wear on works of this kind, and that the plant remains substantially the same as it was in the year 1886, the time of the completion of the second lock at Lock No. 4, according to the best of his knowledge, information, and belief.

ALBERT KENNEDY.

Sworn and subscribed this 30th day of September, A. D. 1895.

[SEAL] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

AFFIDAVIT OF MR. JOHN C. RICHARDS.

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, a commissioner of the circuit court of the United States for the western district of Pennsylvania, personally appeared John C. Richards, who, being duly sworn, deposes and says that he has been a pilot on the Monongahela River for twenty-three years; that in that time he has frequently taken steamers and tows of coal through the locks of the Monongahela Navigation Company, and that he is familiar with the condition of the slack-water improvements of this company, and that since the completion of the second lock at Lock No. 4 by the said navigation company there have been no expensive additions made to the plant, only repairs such as are made necessary by wear on works of this kind, and that the plant remains substantially the same as it was in the year 1886, the time of the completion of the second lock at Lock No. 4, according to the best of his knowledge, information, and belief.

JOHN C. RICHARDS.

Sworn to and acknowledged before me this 30th day of September, A. D. 1895.

[SEAL] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

AFFIDAVIT OF MR. JOHN D. BAILEY.

[Auction sales of stocks and bonds a specialty. John D. Bailey, stock and real-estate broker and auctioneer, Hostetter Building, No. 79 Fourth avenue; telephone No. 90, Pittsburg.]

PITTSBURG, PA., *August 21, 1895.*

Capt. JOHN F. DRAVO.

DEAR SIR: In compliance of your request, I have run over my books and find the following sales of Monongahela Navigation Company stock:

Jan. 21, 1890, 52 shares, at $87.75.
Jan. 21, 1890, 30 shares, at $86.
Feb. 15, 1890, 42 shares, at $83.
Mar. 17, 1890, 15 shares, at $83.
May 12, 1890, 25 shares, at $76.
July 12, 1890, 50 shares, at $70.
Oct. 11, 1890, 6 shares, at $73.50.
Jan. 27, 1891, 2 shares, at $70.
Mar. 14, 1891, 8 shares, at $70.
Jan. 7, 1893, 30 shares, at $70.
Apr. 6, 1894, 17 shares, at $67.25.

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *County of Allegheny, ss:*

Before me, a notary public in and for said county and State, came John D. Bailey, stock and real-estate broker, who, being duly sworn, says that he is and has been for thirty years engaged in selling stocks, and that at the request of Capt. John F. Dravo he has examined his books and finds the foregoing sales of Monongahela Navigation Company stocks.

JOHN D. BAILEY. [SEAL.]

Sworn and subscribed before me this 21st day of August, 1895.

[SEAL.] JOHN F. SWEENY, *Notary Public.*

Sworn to and signature acknowledged before me this 30th day of September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

AFFIDAVIT OF MR. HENRY M. LONG.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared Henry M. Long, stock broker, who, being by me first duly sworn, says that he is and has been for years engaged in selling stocks, and that during the past year he has sold a number of shares of the stock of the Monongahela Navigation Company, at prices between seventy-two ($72) dollars and seventy-eight ($78) dollars per share, and that the bidding price is now seventy-nine ($79) dollars per share.

HENRY M. LONG.

Sworn to and subscribed on this 10th day of September, A. D. 1895.

[SEAL] J. FRANK TILLEY, *Notary Public.*

AFFIDAVIT OF MR. W. HARRY BROWN.

	Coal taken through locks of the Monongahela Navigation Company by W. H. Brown Sons.	Amount paid the Monongahela Navigation Company for tolls.
	Tons.	
1890	618,931	$34,145.86
1891	465,621	25,772.74
1892	439,425	23,965.55
1893	377,495	19,898.59
1894	395,786	24,211.29
Total	2,297,258	127,994.03

United States of America, western district of Pennsylvania.

ALLEGHENY COUNTY, *State of Pennsylvania, ss:*

Before me, the subscriber, a notary public in and for said county, personally appeared W. Harry Brown, who, being by me first duly sworn, says that the coal in tonnage and the amount paid the Monongahela Navigation Company for tolls are true as set forth in the above statement, to the best of his knowledge, information, and belief.

W. HARRY BROWN.

Sworn and subscribed this 27th day of August, 1895.

[SEAL.] EDWIN LOGAN, *Notary Public.*

Sworn to and signature acknowledged before me this 30th day of September, 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

STATEMENT OF MESSRS. T. M. JENKINS & CO.

[T. M. Jenkins & Co., dealers in Youghiogheny coal; general office, 335 Water street; telephone 1021. Steamers: *Resolute*, *Robt. Jenkins*, *Dauntless*, *Hustler*. South side retail yards: Foot of South Twenty-fifth street, Tel. S. S. 128; foot of South Ninth street, Tel. S. S. 205. Pittsburg yard: Monongahela River, near Lloyd's Mill, Tel. 1094. Pittsburg retail office: 915 Wylie avenue, Tel. 1045.]

PITTSBURG, PA., *August 28, 1895.*

The following is the amount of coal shipped through the locks of the Monongahela Navigation Company, and lockage paid from July 1, 1890, to June 30, 1895, by us.

T. M. JENKINS & CO.

From July 1—	To June 30—	Tons.	Lockage paid.
1890	1891	372,716 1992/2000	$23,685.02
1891	1892	515,068 1668/2000	30,121.89
1892	1893	346,155 752/2000	18,913.99
1893	1894	356,778 96/2000	23,105.58
1894	1895	367,220 896/2000	28,321.55
Total		1,957,939 1404/2000	124,148.03

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared Robert Jenkins, jr., who being duly sworn according to law, deposes and says that he is a member of the firm of T. M. Jenkins & Co., and that the foregoing statement of coal shipped through the locks of the Monongahela Navigation Company and lockage paid for same is correct and true to the best of his knowledge, information, and belief.

ROBERT JENKINS, Jr.

Sworn to and subscribed on this 28th day of August, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and acknowledged before me this 30th day of September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

STATEMENT SHOWING AMOUNT OF COAL AND SLACK LOADED AND SHIPPED BY W. W. O'NEIL COAL COMPANY FOR FIVE YEARS FROM JULY 1, 1890, TO JULY 1, 1895, WHICH INCLUDES THE COAL AND SLACK LOADED NOW IN HARBOR AWAITING SHIPMENT; ALSO A STATEMENT OF LOCKAGE PAID DURING THE ABOVE PERIOD OF FIVE YEARS TO THE MONONGAHELA NAVIGATION COMPANY.

Period.	Bushels.	Tons.
July 1, 1890, to July 1, 1891	5,732,057	217,818
July 1, 1891, to July 1, 1892	7,435,829	282,561
July 1, 1892, to July 1, 1893	3,636,696	138,194
July 1, 1893, to July 1, 1894	5,585,719	212,257
July 1, 1894, to July 1, 1895	6,106,498	232,047
Total for five years	28,496,799	1,082,877

Lockage paid to Monongahela Navigation Company during five years.

From July 1, 1890, to July 1, 1891	$11,614.72
From July 1, 1891, to July 1, 1892	17,071.33
From July 1, 1892, to July 1, 1893	10,976.87
From July 1, 1893, to July 1, 1894	10,495.42
From July 1, 1894, to July 1, 1895	12,938.82
Total lockage paid during five years	63,097.16

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared John Wilhelm, jr., who, being by me first duly sworn, deposes and says that the foregoing account of coal shipped through the locks of the Monongahela Navigation Company and amount of lockage paid said company, as therein set forth, is true and correct, to the best of his knowledge, information, and belief.

JOHN WILHELM, Jr.
Secretary and Treasurer W. W. O'Neil Coal Company.

Sworn to and subscribed on this 2d day of September, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and signature acknowledged before me this 30th September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

STATEMENT OF THE ADVANCE COAL COMPANY.

[Office of Advance Coal Company. Dealers in and shippers of coal, nut coal, and slack. No. 111 Water street. Steamer John Moren, steamer Stella Moren. All kinds of towing promptly attended to.]

PITTSBURG, *September 5, 1895.*

Mr. JOHN F. DRAVO,
Secretary Pittsburgh Coal Exchange.

DEAR SIR: As per your request we give you the amount of coal shipped each year for five years; also lockage on coal and empties, which is as follows:

Year.	Coal.	Lockage.
	Tons.	
1891	152,727	$8,158.24
1892	149,269	10,127.21
1893	86,237	8,888.58
1894	169,602	12,614.89
1895	111,511	6,429.20
Total	669,346	46,218.12

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally came Hugh Moren, who, being by me first duly sworn, says that the foregoing statement of coal shipped through the locks of the Monongahela Navigation Company and the amounts of lockage paid the said company is true and correct, to the best of his knowledge, information, and belief; and he further says that he is president of the Advance Coal Company, whose statement is given above.

HUGH MOREN,
President Advance Coal Co.

Sworn to and subscribed on this 7th day of September, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and signature acknowledged before me this 30th September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

STATEMENT OF AMOUNT OF COAL RUN BY C. JUTTE & CO. FOR FIVE YEARS BEGINNING OCTOBER 1, 1890, BY TONS, AND AMOUNT PAID THE MONONGAHELA NAVIGATION COMPANY IN TOLLS DURING THE SAME YEARS.

Year.	Net tons.	Lockage paid.
1890	380,000	$21,398.40
1891	456,000	35,624.94
1892	532,000	22,737.35
1893	570,000	30,603.76
1894	532,000	31,830.80
Total	2,470,000	142,195.25

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared Geo. W. Theis, who, being by me first duly sworn, deposes and says that he is a member of the firm of C. Jutte & Co., and that the foregoing statement of coal shipped through the locks of the Monongahela Navigation Company and amounts of lockage paid the said company is true and correct, to the best of his knowledge, information, and belief.

GEO. W. THEIS.
CHAS. M. BUCHANAN.

Sworn to and subscribed on this 4th day of September, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and signature acknowledged before me this 30th day of September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

STATEMENT OF COAL SHIPPED THROUGH LOCKS OF THE MONONGAHELA NAVIGATION COMPANY ON THE MONONGAHELA RIVER BY MESSRS. O'NEIL & CO., OF PITTSBURG, PA., DURING THE PAST FIVE YEARS.

Year.	Tonnage.	Toll.
1890	140,522	$9,987.52
1891	175,304	11,050.90
1892	134,565	9,849.45
1893	146,425	6,792.05
1894	136,541	8,280.31
Total	733,357	45,960.23

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared Chas. P. Theis, who, being duly sworn according to law, deposes and says that he is bookkeeper for O'Neil & Co., and that he has gone over the books of said firm for the years mentioned above and found the coal shipped and lockage paid as above listed, all of which is true and correct, to the best of his knowledge, information, and belief.

CHAS. P. THEIS.

Sworn to and subscribed on this 30th day of September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

STATEMENT OF LYSLE COAL COMPANY.

[O. A. Blackburn, president; Addison Lysle, treasurer; D. B. Blackburn, secretary, Lysle Coal Company. Miners and shippers of coal, nut coal, and slack, No. 8 Wood street. Steamers: Josh Cook, B. D. Wood, R. M. Blackburn.]

PITTSBURG, PA., *August 24, 1895.*

Statement from Lysle Coal Company for amount of lockage paid to the Monongahela Navigation Company and amount of coal run from the pools within the last five years, as follows:

Period.	Lockage.	Coal run.
		Tons.
October 1, 1890, to October 1, 1891	$10,379.40	217,313
October 1, 1891, to October 1, 1892	12,365.99	241,914
October 1, 1892, to October 1, 1893	7,063.66	147,134
October 1, 1893, to October 1, 1894	8,390.53	175,854
October 1, 1894, to August 1, 1895	7,780.82	183,621
Total	45,980.40	965,836

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared Philip Graeser, who, being duly sworn according to law, deposes and says that he is bookkeeper for the Lysle Coal Company, and that the foregoing statement is true and correct to the best of his knowledge, information, and belief.

PHILIP GRAESER.

Sworn to and subscribed on this 12th day of September, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and signature acknowledged this 30th day of September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

CORRECT COPY OF JOSEPH WALTON & CO., INC., BOOKS—COAL SHIPPED AND LOCKAGE PAID FOR THE YEARS 1891, 1892, 1893, 1894, AND 1895.

Year.	Coal shipped.	Lockage paid.
	Tons.	
1891	552,340	$21,501.44
1892	525,748	25,116.01
1893	244,660	13,203.18
1894	427,759	16,107.39
1895	347,781	17,812.84
Total	2,098,288	93,740.86

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, personally came Thos. F. Ashford, who, being duly sworn according to law, deposes and says he has been bookkeeper for Jos. Walton & Co. for five years and longer, and that the foregoing statement is true and correct according to his best knowledge and belief.

THOS. F. ASHFORD.

Sworn to and subscribed on this 27th day of August, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and signature acknowledged before me this 30th day of September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

STATEMENT OF MESSRS. JOHN A. WOOD & SON.

[John A. Wood & Son, coal. Coal yards, Peatross, Cameron & Co., Vicksburg, Miss.; Wood, Bodley & Co., Baton Rouge, La.; Wood Schneidau & Co., New Orleans, La. Office of steamers, John A. Wood, Dave Wood, Jim Wood, Tom Lysle. By river and rail. Coal delivered and towing to all points on the Ohio and Mississippi rivers and tributaries. Coal works, Lovedale, Elizabeth, Pa.; Tremont, Belle Vernon, Pa.]

203 WATER STREET,
Pittsburg, September 24, 1895.

Statement of coal shipped by John A. Wood & Son and lockage paid Monongahela Navigation Company for following years:

	Coal.	Lockage paid.
	Tons.	
1890	121,978	$8,191.45
1891	154,621	10,485.82
1892	96,679	10,347.45
1893	108,042	7,236.69
1894	114,825	8,806.30
Total	596,145	45,067.71

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for said county and State, personally appeared Wm. Singer, who, being duly sworn, says that the foregoing statement is true and correct to the best of his knowledge, information, and belief.

WM. SINGER.

Sworn to and subscribed on this 24th day of September, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and signature acknowledged before me this 30th September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

STATEMENT OF MESSRS. S. S. CRUMP & CO.

[S. S. Crump & Co., successors to J. C. Risher & Co., coal. Office, corner Wood and Water streets.]

PITTSBURG, *September 12, 1895.*

Period.	Coal shipped for five years.	Lockage paid.
	Tons.	
July 1, 1889, to July 1, 1890	209,893	$10,123.78
July 1, 1890, to July 1, 1891	223,032	10,475.20
July 1, 1891, to July 1, 1892	285,059	12,236.90
July 1, 1892, to July 1, 1893	138,941	8,575.20
July 1, 1893, to July 1, 1894	225,293	9,109.38
Total	1,082,218	50,520.46

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the said county and State, personally appeared W. H. Crump, who, being by me first duly sworn, deposes and says that he is a member of the firm of S. S. Crump & Co., and that the foregoing statement of coal shipped through the locks of the Monongahela Navigation Com-

pany and lockage paid on same is true and correct to the best of his knowledge, information, and belief.

W. H. CRUMP.

Sworn and subscribed to on this 25th day of September, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and signature acknowledged before me this 30th day of September, 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

STATEMENT OF PACIFIC COAL COMPANY, INCORPORATED.

[C. L. Snowden, president; W. J. Wood, secretary and treasurer; office of Pacific Coal Company incorporated, wholesale dealers and shippers of coal to all points on the Ohio and Mississippi rivers. No. 108 Water street, Pittsburg, Pa.]

Years.	Coal.	Lockage paid.
	Tons.	
1890	116,288	$7,758.89
1891	125,427	8,664.48
1892	113,115	7,617.75
1893	103,365	6,884.89
1894	116,480	7,825.83
Total	574,675	38,751.84

United States of America, western district of Pennsylvania.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the said county and State, personally appeared W. J. Wood, who, being by me first duly sworn, deposes and says that the above statement shows the tons of coal shipped through the locks of the Monongahela Navigation Company and lockage paid to the said company for the same by the Pacific Coal Company, of which he is a member, for the years mentioned, and that said statement is true and correct to the best of his knowledge, information, and belief.

W. J. WOOD.

Sworn to and subscribed on this — day of September, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and signature acknowledged before me this 30th day of September, A. D. 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

STATEMENT OF THE TIDE COAL COMPANY.

[Office of Tide Coal Company, dealers and shippers of bituminous and anthracite coal, coke, sand, and gravel. Steamers, *Little Bill* and *Tide*. Main office, 115 Water street, Pittsburg, Pa. Telephones: Main office, Pittsburg, 1353; retail yards, Manchester, 93; residence, Allegheny, 609. Retail yard and landing: Beaver avenue, Allegheny, Pa. Telephone, 3564.]

PITTSBURG, PA., *September 30, 1895.*

Report of coal shipped through the locks of the Monongahela Navigation Company by the Tide Coal Company and lockage paid on same for the years below mentioned.

Period.	Coal.	Lockage paid.
	Tons.	
September 30, 1893, to September 30, 1894	231,067	$13,487.64
September 30, 1894, to August 31, 1895	291,106	16,054.04
Total	522,173	29,541.68

UNITED STATES OF AMERICA,

Western District of Pennsylvania, ss:

Before the undersigned authority personally appeared Joseph Short, bookkeeper of the said Tide Coal Company, who, being duly sworn, deposes and says that the above report or statement is true and correct as he verily believes.

JOS. SHORT.

Sworn to and subscribed before me this 30th day of September, 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

RESOLUTION OF MERCHANTS' ASSOCIATION, AURORA, IND.

At a meeting of Merchants' Association of the city of Aurora, Ind., held July 16, 1895, the following preambles and resolutions were unanimously passed:

"Whereas water carriage furnishes the cheapest known mode of transportation, so essential to the growth and prosperity of commercial and trade industries; and

"Whereas improved rivers, with navigation free to all who may have the occasion to use the same, are of the utmost importance for the common good; and

"Whereas cheap fuel is an element of vital necessity in assuring success and stability to manufacturing industries, which want can only be supplied by free water carriage; and

"Whereas the Monongahela River, in the State of Pennsylvania, from whence our chief coal fuel is obtained, is restricted in its commerce and the transportation of its products made costly by reason of toll charges on the commerce of said river; Therefore,

"*Resolved*, That we appeal to Congress by suitable legislation to have this toll tax removed, that our people may have the advantages of unrestricted competition in fuel supply, so essential for family comfort and trade prosperity."

STATE OF INDIANA, *Dearborn County, ss:*

Before me, the subscriber, personally came Lew W. Hill, who, being duly sworn according to law, deposes and says that he was present at the meeting mentioned above and that the foregoing is a true copy of the resolution unanimously adopted at said meeting.

LEW W. HILL.

Sworn to and subscribed on this 17th day of July, A. D. 1895.

[Seal of city of Aurora.] GEO. E. DOWNEY,
Mayor of the City of Aurora.

EXTRACT FROM THE MEMORIAL OF THE PITTSBURG CHAMBER OF COMMERCE TO CONGRESS IN FAVOR OF MAKING THE MONONGAHELA RIVER A FREE HIGHWAY.

To present our case in a single sentence, as the products of the Monongahela Valley have precisely the same relation to the Mississippi Valley as the products of the Kanawha Valley, we ask Congress to do for us what it has done for our neighbors; therefore your petitioners pray your honorable bodies for relief as follows:

(1) That Congress, by appropriate action, provide for such a system of improvements by the erection of dams and other works on the Monongahela River as will meet the requirements of commerce and enable the resources of the Monongahela Valley to be fully developed.

(2) That Congress will take such action looking to the purchase of said works as will at once secure the navigation of the Monongahela River free to all persons desiring to use its waters.

JOHN F. DRAVO, *President.*
G. FOLLANSBEE, *Superintendent.*

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally came John F. Dravo, who, being duly sworn according to law, deposes and says that he was president of the Pittsburg Chamber of Commerce at the time the foregoing action was taken, and that the foregoing is a correct and true copy of said action.

JOHN F. DRAVO.

Sworn to and subscribed on this 25th day of May, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

RESOLUTIONS PASSED AT THE MEETING OF THE LOUISIANA SUGAR PLANTERS' ASSOCIATION, JUNE 13, 1895.

Whereas the Pittsburgh Coal Exchange is making an effort to induce Congress to purchase the slack-water improvements of the Monongahela River, and to make the navigation of said river free; and

Whereas by authority of Congress testimony is being taken as to the commercial value of said improvements, and also the demand of the people that the navigation of the said river be made free; Therefore be it

Resolved, That the Louisiana Sugar Planters' Association, speaking for the sugar planters of Louisiana, joins with other interested parties in the request to Congress that the purchase of said improvements be made by the United States, and the navigation of said Monongahela River be made free, as such conditions are essential to the cheapening of the cost of coal, immense quantities of which are used by the sugar planters of Louisiana, and the coal mines of the Monongahela River being the chief source of supply.

I certify the above to be a true copy of the resolution passed by the Louisiana Sugar Planters' Association June 13, 1895.

[SEAL] REGINALD DYKERS, *Secretary*.

STATE OF LOUISIANA,
Parish of Orleans, City of New Orleans, ss:

On this 15th day of June, A. D. 1895, before me, J. G. Eustis, a notary public for the parish of Orleans, State of Louisiana, residing in New Orleans, La., personally appeared Reginald Dykers, secretary, to me personally well known to be such, who stated and acknowledged that he signed, sealed, and delivered the foregoing instrument as his voluntary act and deed, for the uses and purposes therein mentioned.

[SEAL.] J. G. EUSTIS, *Notary Public*.

RESOLUTION OF CITIZENS OF BROWNSVILLE, PA.

At a meeting of the citizens of Brownsville, Pa., in Bracebridge Hall on April 3, 1895, the following resolutions were unanimously adopted:

"Fully recognizing the valuable service of the navigation company to the commerce and prosperity of the Monongahela Valley, and the equity of the company's claim to be justly compensated for the property, nevertheless, in view of the depressed condition of trade in the valley and the utter impossibility for its recovery when in competition in the same markets with like industrial products so largely helped by improved waterways free from toll charges, we are of the firm conviction the time has come when the Monongahela River, from its source to its mouth, ought to be added to the free rivers of the United States; and we beg to call attention to the unfair and unequal legislation which leaves Pennsylvania's portion of the Monongahela River subject to toll charges, and yet, commencing at the State line, improves and provides for a free commerce for the West Virginia portion of the same river: Therefore,

"*Resolved*, That we, the citizens of Brownsville and adjacent territory, may have equally river commerce opportunities as the citizens of sister and adjoining States, we most urgently appeal to Congress by necessary legislation to speedily adjust this unequal condition of river commerce by providing for the lower Monongahela free navigation the same as has been provided for the upper portions of the said river."

STATE OF PENNSYLVANIA, *County of Fayette, ss:*

Before me, the subscriber, personally came John S. Cunningham, who, being duly sworn according to law, deposes and says that he was present at the above-mentioned meeting, and that the foregoing is a true copy of the resolutions adopted at the said meeting.

JOHN S. CUNNINGHAM.

Sworn to and subscribed on this 16th day of May, A. D. 1895.

[SEAL.] S. S. FISHBURN, *Notary Public*.

RESOLUTIONS OF CITIZENS OF BELLE VERNON, PA.

At a mass meeting of the citizens of Belle Vernon, Pa., held at Teggart's Hall, on February 21, 1895, the following resolutions were unanimously adopted:

"Fully recognizing the important service which the Monongahela Navigation Company has rendered to the industries of the Monongahela Valley, yet in view of what the General Government has done and is doing for the rivers of other sections of the country in improving and making navigation free, and in view of the extreme depression of the coal trade, the chief industry of the valley, we believe the time has come when the business interests of the people demand relief from river taxation, which, while heretofore cheerfully paid, but now has become, in view of the depression of trade and competitions created by Government help, oppressive and disastrous to the business interests of the valley: Therefore,

"*Resolved*, That we, the citizens of Belle Vernon and vicinity, organize for the purpose of united efforts in securing the necessary Congressional action for the purchase of the navigation company's plant, and making the river free as the rivers of other states.

"*Resolved*, That we pledge ourselves to the friends of free rivers to united and persistent efforts until the Monongahela River is placed on a par with the Great Kanawha River, and the Pennsylvania portion of the river placed on equal footing with the West Virginia portion of the river."

ROBERT LINTON.

STATE OF PENNSYLVANIA, *County of Fayette, ss:*

Before me, the subscriber, a justice of the peace, personally came Robert Linton, who, being duly sworn according to law deposes and says he was present at the above-mentioned meeting, and that the foregoing resolutions were unanimously adopted at said meeting.

ROBERT LINTON.

Sworn to and subscribed on this 20th day of May, A. D. 1895.

[SEAL.] LEVI J. JEFFRIES, *J. P.*

RESOLUTION OF CONVENTION HELD AT NEW ORLEANS, LA.

At a delegated convention in the interest of the improvement of rivers and harbors, held at the Sugar and Rice Exchange, New Orleans, La., January 9, 1894, the following resolution was unanimously passed:

Whereas, the State of Louisiana, annually consuming about 1,000,000 tons of Pittsburg coal, to say nothing of other products, on which heavy tolls are collected by the corporation controlling the navigation of the Monongahela River, which tolls really come from the pockets of the consumers, is vitally interested in the question: Be it

"*Resolved*, That we do most earnestly urge Congress to take prompt and appropriate action, to the end that navigation of the Monongahela River may be freed from private control and placed where it belongs—with the General Government; and we respectfully request the Committee on Rivers and Harbors to embody in its bill to be presented to Congress a clause providing for the condemnation and purchase by the Government of all rights or works controlling or affecting the navigation of said Monongahela River."

STATE OF LOUISIANA, *Parish of Orleans, ss:*

Before me, the subscriber, a notary public, personally came R. W. Wilmot, who, being duly sworn according to law, deposes and says that he was delegate of the above-mentioned meeting, and that the above is a correct copy of a resolution passed at the said meeting.

R. W. WILMOT.

Sworn to and subscribed on this 21st day of May, A. D. 1895.

[SEAL.] JEFF. C. WENCK, *Notary Public.*

RESOLUTIONS OF CITIZENS OF CHARLEROI, PA.

At a meeting of the citizens of Charleroi, Pa., held February 19, 1895, the following action was taken:

"*Resolved* (1), That we, the citizens of Charleroi, joining with the citizens of our sister city of Monongahela in favor of a free Monongahela River, indorse and adopt

their expressed views, and appeal to Congress to restore to the people of the valley their inherent right to the free use of said river.

"*Resolved* (2), That we appeal to Congress to remove the toll-tax hindrance from the business interests of the valley and put it on the same basis as that of other valleys of improved rivers made free for common use."

STATE OF PENNSYLVANIA, *County of Washington, ss:*

Before me, the subscriber, a notary public, personally came Charles P. Speers, who, being duly sworn according to law, deposes and says that he was secretary of the above-mentioned meeting, and that the above-mentioned action was taken at said meeting.

CHAS. P. SPEERS, *Secretary.*

Sworn to and subscribed on this 5th day of June, A. D. 1895.

[SEAL.] ANDREW C. MCKEAN, *Notary Public.*

RESOLUTION OF CITIZENS OF ELIZABETH, PA.

At a public meeting of the citizens of Elizabeth, Pa., held in Armory Hall, March 5, 1895, the following resolutions were unanimously passed:

"Whereas there exists a very serious depression of trade in the Monongahela Valley, the said depression being greatly aggravated by a toll tax on the commerce of the valley; therefore

"*Resolved*, That we appeal to Congress to have, as speedily as possible, this oppressive tax on the business interests of the valley removed, that we may have free navigation as provided by Congressional action for the people of the Kanawha Valley in West Virginia."

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a justice of the peace in and for Allegheny County, Pa., personally came J. H. Graham, who being duly sworn according to law, deposes and says that he was president of the meeting mentioned above, and that the foregoing is a correct and true copy of the resolution unanimously adopted at said meeting.

J. H. GRAHAM.

Sworn to and subscribed this 13th day of June, A. D. 1895.

WM. BARCLAY, J. P.

ALLEGHENY COUNTY, *State of Pennsylvania, ss:*

I, Andrew J. McQuitty, prothonotary of the court of common pleas, No. 1, in and for the county of Allegheny, in the Commonwealth of Pennsylvania, the same being a court of law and record, do by these presents certify that William Barclay, esq., before whom the foregoing affidavit was taken, and who has thereunto, in his own proper handwriting, subscribed his name, was at that time, and is now, an acting justice of the peace, in and for the said county, duly commissioned and sworn, and authorized by law to take acknowledgments, administer oaths, etc., to all whose acts as such due faith and credit are, and of right, ought to be given throughout the United States and elsewhere; and further, that said instrument is executed in accordance with the laws of this Commonwealth.

In testimony whereof, I have hereunto set my hand and affixed the seal of the said court, at Pittsburg, in said county, this 17th day of June, in the year of our Lord one thousand eight hundred and ninety-five, and of the sovereignty of the United States of America the one hundred and nineteenth.

A. J. MCQUITTY, *Prothonotary.*

[Seal of court of common pleas.]

RESOLUTION OF CONVENTION HELD AT EVANSVILLE, IND.

The following resolution was unanimously passed at a convention consisting of 287 delegates, representing fourteen States, held in Evansville, Ind., October 14 and 15, 1891:

"*Resolved*, In the interest of cheap transportation, we most earnestly request Congress to restore to the people of the nation the free use of all navigable waters now encumbered by toll-collecting corporations, compensating such corporations for any valuable improvements they may have made."

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally appeared John F. Dravo, who, being duly sworn according to law, deposes and says that he was present at the above-mentioned convention, held in Evansville, Ind., October 14 and 15, 1891, and that the foregoing resolution was unanimously adopted by said convention.

JOHN F. DRAVO,
Delegate from Pennsylvania.

Sworn to and subscribed on this 12th day of September, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

Sworn to and subscribed (acknowledged) before me this 30th day of September, 1895.

[SEAL.] WM. T. LINDSEY,
United States Commissioner, Western District of Pennsylvania.

LETTER OF MR. JOHN F. DRAVO, SECRETARY PITTSBURGH COAL EXCHANGE.

[The Pittsburgh Coal Exchange. Harry Brown, president; W. W. O'Neil, vice-president; Wm. J. Wood, treasurer; J. Frank Tilley, secretary. No. 8 Wood street.]

PITTSBURG, *October 2, 1895.*

DEAR SIR: If any of the resolutions of the different chambers of commerce are not sufficiently attested to meet your approval and therefore to be rejected, will you kindly preserve them and mail to this office. I am still receiving additional ones, and will present them with any you may consider fully attested to the river and harbor committee when Congress meets.

Yours, truly,

JOHN F. DRAVO,
Secretary Coal Exchange.

Maj. R. L. HOXIE,
Corps Engineers, U. S. A.

Of course it is an unusual thing to ask a chamber of commerce to make oath to their own proceedings, and I could only muster courage to request them to "attest," which some did by attaching seal and others by official signatures.

RESOLUTIONS OF BOARD OF TRADE, LOUISVILLE, KY.

[Louisville Board of Trade. Morris B. Belknap, President; Chas. T. Ballard, First Vice-President; C. C. Mengel, jr., Second Vice-President; Geo. C. Norton, Third Vice-President; Alfred Brandeis, Fourth Vice-President; R. A. Peter, Fifth Vice-President; Oscar Fenley, Treasurer; James F. Buckner, jr., Secretary and Superintendent; Directors, Theo. Ahrens, jr., Julius Barkhouse, M. B. Belknap, Alfred Brandeis, W. G. Coldewey, James P. Curd, F. N. Hartwell, C. F. Grainger, L. J. Irwin, Geo. C. Norton, R. A. Peter, Wm. Thalheimer, Henry Vogt, C. T. Ballard, Thos. J. Batman, E. H. Bowen, Charles E. Currie, Wm. Cornwall, jr., Geo. L. Danforth, C. M. Garth, W. W. Hite, C. C. Mengel, jr., Samuel Ouerbacker, J. M. Ryan, Geo. D. Todd, S. Zorn.]

LOUISVILLE, KY., *May 15, 1895.*

At a meeting of the directors of the Louisville Board of Trade held this day, the following preamble and resolution were adopted, viz:

"Whereas the Louisville Board of Trade did on the 6th day of April, 1892, adopt a resolution recommending that the navigation of the Monongahela River be made free to commerce, in the following language, to wit:

"'*Resolved by the board of directors of the Louisville Board of Trade,* That we urgently recommend to the Congress of the United States the passage of an act whereby the control of the slack-water navigation of the Monongahela River will be under the ownership, supervision, and control of the United States Government, and that the navigation of that river be made free to commerce.'

"Whereas Congress has not yet passed such an act, and the heavy toll charges on commerce coming out of that river still exist, and the large manufacturing, steamboat interests, and other coal-consuming interests of this city are compelled to bear the burden of these heavy tolls in order to obtain coal from the mines tributary to said Monongahela River; therefore be it

"*Resolved,* That on behalf of our manufacturers and consumers of coal and in view of the urgent necessity for cheap transportation incident to free water lines, we appeal to Congress to provide for the free navigation of this important river by the removal of the toll tax from coal shipments seeking outlet to the markets of the country.

"*Resolved*, That our Congressman, Hon. Walter Evans, be, and he is hereby, requested to use his utmost influence to secure such legislation by Congress as will make this river free to commerce."

A true copy.

JAMES F. BUCKNER, JR.,
Superintendent and Secretary.

EXTRACT FROM MINUTES OF BOARD OF DIRECTORS, NEW ORLEANS COTTON EXCHANGE, JULY 16, 1895.

Resolved, That the New Orleans Cotton Exchange joins petition of the Coal Exchange of Pittsburg in urging that the United States Government purchase the locks and dams on the Monongahela River so as to secure free navigation thereon;

Resolved, That we consider said purchase to be in the interest of the people of the lower Mississippi Valley, inasmuch as it will relieve the burden upon the immense quantities of fuel now used by them for manufacturing and other purposes;

Resolved, That a copy of these resolutions be sent to each of our Senators and Members of Congress, and one to the Pittsburgh Coal Exchange.

A true copy.

HENRY G. HESTER, *Secretary.*

[Seal of New Orleans Cotton Exchange.]

RESOLUTION OF NEW ORLEANS, LA., BOARD OF TRADE, LIMITED.

[New Orleans Board of Trade, Limited: Patrick McCloskey, president; Isaac Levy, first vice-president; Louis Pfister, second vice-president; L. N. Brunswig, third vice-president; Hy. H. Smith, secretary and treasurer; Garland Wolfe, assistant secretary.]

NEW ORLEANS, *June 15, 1895.*

Mr. JOHN F. DRAVO,
Secretary Coal Exchange, Pittsburg, Pa.

DEAR SIR: We beg to advise you that the following resolution was adopted to-day by this board of trade:

"Whereas by authority of Congress testimony is being taken as to the commercial value of the Monongahela slack-water improvement, and also the demand of the people that the navigation of said river should be made free; and

"Whereas this board of trade is already on record as favoring the free navigation and improvement of all navigable streams in this country by the Government: Therefore, be it

"*Resolved*, That the Board of Trade of New Orleans most earnestly recommends that the Members of Congress from Louisiana favor the purchase, by the Government, of the slack-water improvement of the Monongahela River, and make the navigation of said river free, believing, as we do, that this will cheapen the transportation of fuel for manufacturing purposes and pave the way for maintaining open competition of supplies from the different mining localities."

Respectfully,

PATRICK MCCLOSKEY, *President.*
HY. H. SMITH, *Secretary.*"

A true copy.

[Seal of New Orleans Board of Trade.]

RESOLUTIONS OF COTTON EXCHANGE, NATCHEZ, MISS.

At a meeting of the cotton exchange of the city of Natchez, Miss., held August 7, 1895, the following preamble and resolutions, offered by Mr. R. F. Learned, were unanimously passed:

"Whereas we recognize as one of the chief factors in the commercial prosperity and mercantile activity of the United States its grand system of internal rivers and waterways, not only providing means of transportation, but insuring for the people cheaper freight and transportation charges, by creating and maintaining competition with the railway system of the country; and

"Whereas we believe that the river ways of commerce are natural highways thereof and ought to be free to the people for their benefit and convenience; and

"Whereas we are informed that virtually all the commerce passing over the Monongahela River, one of the tributaries of the great Mississippi River system, is subject to toll charges of a private corporation (the Monongahela Navigation Company); and

"Whereas such charges are in effect a direct and oppressive charge upon the coal, iron, and all the products of the farms, and mills, and mines of the Monongahela Valley, whatever be the point of destination, and increasing the cost to the consumer at the point of delivery: Therefore, be it

"*Resolved by the Cotton Merchants' Exchange of the city of Natchez*, That this highway of interstate commerce should be relieved and freed from the control and taxing power of any and all corporations, and restored to the free and unobstructed use of the citizens of the whole Mississippi Valley. Be it

Resolved, That interested as the city of Natchez is in free navigation of the various tributaries of the Mississippi River and in cheap coal, especially for our manufacturing and other industries, our Senators and Representatives in Congress are hereby requested and urged to give this matter their careful consideration; to cooperate earnestly in every effort to obtain speedy restoration of this important river and highway of commerce to the people of the United States, unburdened by the imposition of navigation tolls, and under the direct control and supervision of the General Government.

JAMES S. FLEMING,
President Cotton Exchange.
WALTER E. FITZPATRICK,
Secretary Cotton Exchange.

RESOLUTIONS OF NEW ALBANY, IND., COMMERCIAL CLUB.

[Charles D. Knoefel, president; Dr. L. D. Levi, first vice-president; Henry A. Goetz, second vice-president; John F. Platt, secretary: C. C. Brown, treasurer.]

NEW ALBANY COMMERCIAL CLUB.
New Albany, Ind., June 1, 1895.

The following preamble and resolutions were unanimously passed at a meeting of the New Albany Commercial Club, held Wednesday, May 29, 1895:

"Whereas the large manufacturing and steamboat interests of this city are vitally dependent upon cheap fuel for their success; and

"Whereas coal shipments from the Monongahela River in the State of Pennsylvania are subject to onerous toll charges; and

"Whereas the coal from said river being one of the sources of fuel supply and the toll charges preventing the shippers of coal from being as close competitors as they would be if exempted from these toll charges: Therefore,

"*Resolved*, That on behalf of our manufacturers and steamboat owners, and in view of the necessity for cheap transportation incident to free water lines, we appeal to Congress to provide for the removal of this toll tax from coal shipments from the State of Pennsylvania to New Albany, in the State of Indiana.

"*Resolved*, That our Congressman, Hon. Robert J. Tracewell, be, and is hereby, earnestly requested to use his utmost influence to secure such legislation as will exempt the commerce of our rivers from all taxes for navigating the river ways of the nation."

[SEAL.]

NEW ALBANY COMMERCIAL CLUB,
E. G. HENRY, *President.*
JOHN F. PLATT, *Secretary.*

RESOLUTION OF MECHANICS, DEALERS, AND LUMBERMEN'S EXCHANGE, NEW ORLEANS, LA.

[Mechanics, Dealers, and Lumbermen's Exchange, No. 311 Baronne street, New Orleans, La.: J. H. Aitken, president; A. S. Blaffer, vice-president; Willard Roberts, treasurer; board of directors: Jules Koch, C. W. Pohlman, G. M. Leahy, Julian Swoop, Victor Lambou, G. C. Cusachs, Charles J. Babst, Thomas Steen, F. J. Matthew; C. E. Dirmeyer, secretary.]

NEW ORLEANS, *June 15, 1895.*

Whereas the Pittsburgh Coal Exchange is making an effort to induce Congress to purchase the slack-water improvements of the Monongahela River, and to make the navigation of said river free; and

Whereas by the authority of Congress testimony is being taken as to the commercial value of such improvements, and also the demand of the people that the navigation of said river be made free: Therefore, be it

Resolved, That the Mechanics, Dealers, and Lumbermen's Exchange joins with the interested parties in the request to Congress that the purchase of said improvements be made by the United States, and the navigation of the said Monongahela

River be made free, as such conditions are essential to the cheapening of the cost of coal, immense quantities of which are used by the commercial industries of Louisiana, and the coal mines of the Monongahela River are the chief source of supply.

[SEAL.]

A. S. BLAFFER, *Vice-President.*
C. E. DIRMEYER, *Secretary.*

RESOLUTION OF THE LOUISIANA SUGAR AND RICE EXCHANGE.

[James Thibaut, president; W. B. Bloomfield, first vice-president; Jno. S. Seymour, second vice-president; D. D. Colcock, secretary.]

THE LOUISIANA SUGAR AND RICE EXCHANGE,
New Orleans, June 17, 1895.

[Excerpt minutes meeting board of directors held this day.]

On motion,

"*Resolved,* That this exchange indorses the action of the Pittsburgh Coal Exchange in requesting the Congress of the United States to purchase the slack-water improvements of the Monongahela River, and to make the navigation of the said river free."

A true copy.

JAS. THIBAUT.

Attest:
D. D. COLCOCK, *Secretary.*

RESOLUTION OF BOARD OF TRADE OF VICKSBURG, MISS.

[Board of Trade of Vicksburg, Miss. L. Hoffman, president; A. Rose, vice-president; Dan Searles, secretary; E. S. Butts, treasurer.]

VICKSBURG, MISS., *September 10, 1895.*

At a meeting of the Vicksburg Board of Trade, held this day, the following motion was unanimously adopted:

"Whereas competition in the coal trade is the guarantee of cheap fuel, and Vicksburg, in common with all other points on the Mississippi River, is vitally interested in securing fuel at the lowest possible price; be it

"*Resolved,* That the system of locks now operated by a private corporation on the Monongahela River above the city of Pittsburg, Pa., should be owned and operated by and at the expense of the United States Government, without any toll or tax to the shippers of coal, iron, coke, and other like commodities.

"*Resolved further,* That a copy of this resolution be forwarded to our Senators and Representatives in Congress, with the request that they use their best efforts toward having the present toll or tax abolished."

LOUIS HOFFMAN, *President.*
DAN SEARLES, *Secretary.*

RESOLUTION OF THE NATIONAL BOARD OF STEAM NAVIGATION.

Mr. W. W. O'Neil next offered the following resolution:

"Whereas free navigation on all of the waterways of the nation is a matter of national importance; and

"Whereas the commerce of the Monongahela River, an interstate waterway, is subject to corporate taxation; therefore,

"*Resolved,* That Congress is hereby requested to take such speedy action as will restore the commerce of said river to the same equal navigable privileges possessed by the commerce of the other waterways of the United States."

Mr. W. J. Wood moved that this resolution be adopted and that the secretary of the National Board be requested to forward a copy of the same to the chairman of the next River and Harbor Committee.

STATE OF PENNSYLVANIA, *Allegheny County,* ss:

Before me, the subscriber, a notary public in and for said county and State, personally appeared James A. Henderson, who, being by me first duly sworn, deposes and says that he is president of the National Board of Steam Navigation, and that the foregoing is a correct copy of a resolution adopted by said National Board of Steam Navigation at the annual meeting held at New York City September 11, 1895.

JAMES A. HENDERSON, *President.*

Sworn to and subscribed on this 7th day of October, A. D. 1895.

J. FRANK TILLEY, *Notary Public.*

ACTION OF THE CONVENTION ON THE IMPROVEMENT OF WESTERN WATERWAYS, HELD AT CINCINNATI, OHIO, SEPTEMBER 4 AND 5, 1889.

Resolved, That we deem it the duty of Congress to improve and protect the waterways of the nation, and where private individuals or corporations have assumed or secured State action or otherwise, privileges on such waterways to injury of commerce have such obstructions removed.

STATE OF PENNSYLVANIA, *Allegheny County, ss:*

Before me, the subscriber, a notary public in and for the county aforesaid, personally came John F. Dravo, who, being duly sworn according to law, deposes and says that he was a delegate to the convention on the Improvement of Western Waterways held at Cinninnati, Ohio, September 4 and 5, 1889, mentioned above, and that the foregoing resolution was unanimously adopted at said convention.

JOHN F. DRAVO.

Sworn to and subscribed on this 15th day of November, A. D. 1895.

[SEAL.] J. FRANK TILLEY, *Notary Public.*

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 80.

COURT-HOUSE AND POST-OFFICE AT LITTLE ROCK, ARK.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate and recommendation for an additional appropriation for the enlargement, etc., of the United States court-house and post-office at Little Rock, Ark.

DECEMBER 20, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., December 19, 1895.

SIR: Referring to the United States court-house and post-office at Little Rock, Ark., I have the honor to submit the following statement:

Under date of August 27, 1894, the undermentioned act of Congress was approved:

That the Secretary of the Treasury be, and he is hereby, authorized and directed to cause the following improvements to be made on the building and grounds of the United States court-house and post-office at Little Rock, Ark., and at a cost not to exceed the following, to wit:

First. To construct an addition to said building for the purpose of creating more room therein, and enlarging the judge's chamber and the offices of the marshal and clerk of the circuit and district courts, at a cost not exceeding $54,000.

Second. To put an elevator in said building at a cost not exceeding $4,000.

SEC. 2. That the Secretary of the Treasury shall cause proper plans and estimates to be made for each of the improvements above contemplated, so that no expenditure shall be made or authorized for the full completion of either of them beyond the amount above provided therefor; said amount to be expended under the direction of the Secretary of the Treasury.

Also under date of March 2, 1895, an item was included in the sundry civil bill for carrying into effect the above act, in amount $58,000.

In pursuance of the above legislation the Supervising Architect of this Department has had a sketch prepared of the proposed extension, and, after careful consideration of the matter, it is found that the sum mentioned in the above bill is inadequate for the purpose required, and that in order to provide an extension to the present building that will give the necessary accommodation to the various Government officials,

enlarge the judge's chamber, provide a new court room, and a new jury room, and construct the addition so that it will comport, architecturally, with the present building, which is faced with stone and fireproofed, will require an additional amount of $43,000.

I have, therefore, the honor to recommend that the additional amount of $43,000 be appropriated for the proposed extension.

Respectfully, yours,

J. G. CARLISLE,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 81.

USE OF PUBLIC PARKS AND IMPROVED RESERVATIONS IN THE DISTRICT OF COLUMBIA.

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A copy of a letter from the Chief of Engineers, together with a draft of a proposed act to regulate the use of the public parks and improved reservations in the District of Columbia.

DECEMBER 20, 1895.—Referred to the Committee on Public Buildings and Grounds and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 16, 1895.

SIR: I have the honor to inclose herewith copy of a letter from the Chief of Engineers, dated December 9, 1895, together with a copy of a draft of a proposed act to regulate the use of the public parks and improved reservations in the District of Columbia, under charge of the Chief of Engineers, and to request favorable action upon the same.

It will be observed that this proposed act follows the general terms of "An act to regulate the use of the Capitol Grounds" (22 Stat. L., p. 126), and for the purposes of comparison a "parallel" is herewith inclosed.

A similar letter, with inclosures, has this day also been sent to the President of the United States Senate.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 9, 1895.

SIR: I have the honor to submit herewith a draft of a proposed act to regulate the use of the public parks and improved reservations in the District of Columbia, under charge of the Chief of Engineers.

This draft has been prepared by Col. John M. Wilson, Corps of Engineers, the officer in charge of public buildings and grounds, and is admirably adapted to effectuate the purpose in view.

A similar law applying to the Capitol Grounds has been in existence since 1882, while the parks and reservations under the charge of this office have no protection, except such as is afforded by the police regulations of the District of Columbia.

I believe that the importance of enacting the proposed law is apparent, and therefore suggest that this draft be sent to Congress with recommendation for favorable action.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

AN ACT to regulate the use of the public parks and improved reservations under charge of the Chief of Engineers, United States Army, within the limits of the District of Columbia.

Whereas the improved parks and reservations under the charge of the Chief of Engineers, United States Army, within the limits of the District of Columbia, are for the purpose of adorning the District; therefore, the following statute for the regulation of the public use of such parks and reservations is hereby enacted:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That public travel in and occupancy of the improved parks and reservations within the limits of the District of Columbia, under the charge of the Chief of Engineers, shall be restricted to the roads, walks, and places prepared for the purpose by flagging, paving, or otherwise.

SEC. 2. That it is forbidden to occupy the roads in such manner as to hinder or obstruct their proper use, to drive rapidly upon them or with animals not under perfect control, or to use them for the conveyance of goods or merchandise, except to or from the public buildings erected upon them on Government service.

SEC. 3. That it is forbidden to expose any article for sale; to throw stones or missiles; to interfere with birds; to display any sign, placard, or form of advertisement; to solicit fares, alms, subscriptions, contributions; to discharge firearms, fireworks, or explosives, or set fire to any combustible: *Provided, however,* That upon public holidays or other occasions of rejoicing, the officer in charge of public buildings and grounds, or such subordinate officer as he may direct, may permit, at his discretion, the use of such grounds in the vicinity of the Washington Monument as he may deem best, for the purpose of fireworks display and firing salutes.

SEC. 4. That it is forbidden to make any harangue, or utter loud, threatening, abusive, or profane language, to play games of chance, to bathe or fish in fountain basins, or to do any obscene or indecent act or to commit a nuisance of any character.

SEC. 5. That it is forbidden to step or climb upon, remove, or in any way injure any monument, statue, fountain, wall, fence, or other construction, or any tree, shrub, plant, turf, or flower, or to interfere in any way with the waterworks.

SEC. 6. That it is forbidden to ride or drive a horse at a rate faster than eight miles an hour; to ride a cycle at a rate faster than eight miles an hour, or without a bell attached or a light at night.

SEC. 7. That it is forbidden to play ball or other games or sports, except upon grounds specially provided for that purpose.

SEC. 8. That offenses against this act shall be triable before the police court of the District of Columbia, and shall be punishable by fine or imprisonment, or both, at the discretion of the judge of such court, the fine not to exceed one hundred dollars; the imprisonment not to exceed sixty days. But in case of heinous offenses, by reason of which public property shall have suffered damage to an amount exceeding one hundred dollars in value, said judge of the police court may commit or hold to bail the offender for trial before the supreme court of the District of Columbia, when the offense shall be punishable by imprisonment in the penitentiary for a period of not less than six months nor more than five years.

SEC. 9. That it shall be the duty of all policemen and watchmen having authority to make arrests in the District of Columbia to be watchful for offenses against this act, and to arrest and bring before the proper tribunal those who shall offend against it under their observation, or of whose offenses they shall be advised by witnesses.

SEC. 10. That it shall be the duty of all persons employed in the service of the Government, under the officer in charge of public buildings and grounds, to prevent, as far as may be in their power, offenses against this act, and to aid the police by information or otherwise in securing the arrest and conviction of offenders.

[Stat. L., vol. 22, p. 126.]

AN ACT to regulate the use of the Capitol Grounds.

Whereas the Capitol Grounds have been formed to subserve the quiet and dignity of the Capitol of the United States, and to prevent the occurrence near it of such disturbances as are incident to the ordinary use of public streets and places: Therefore the following statute for the regulation of the public use of said grounds is hereby enacted:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That public travel in and occupancy of the Capitol Grounds shall be restricted to the roads, walks, and places prepared for the purpose by flagging, paving, or otherwise.

SEC. 2. That it is forbidden to occupy the roads in such manner as to obstruct or hinder their proper use, to drive violently upon them, or with animals not under perfect control, or to use them for the conveyance of goods or merchandise, except to or from the Capitol on Government service.

SEC. 3. That it is forbidden to offer or expose any article for sale; to display any sign, placard, or other form of advertisement; to solicit fares, alms, subscriptions, or contributions.

SEC. 4. That it is forbidden to step or climb upon, remove, or in any way injure any statue, seat, wall, or other erection, or any tree, shrub, plant, or turf.

SEC. 5. That it is forbidden to discharge any fire arm, fire work, or explosive, set fire to any combustible, make any harangue or oration, or utter loud, threatening, or abusive language.

PROPOSED BILL FOR THE PARKS.

Whereas the improved parks and reservations under the charge of the Chief of Engineers, United States Army, within the limits of the District of Columbia, are for the purpose of adorning the District: Therefore, the following statute for the regulation of the public use of such parks and reservations is hereby enacted:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That public travel in and occupancy of the improved parks and reservations within the limits of the District of Columbia, under the charge of the Chief of Engineers, shall be restricted to the roads, walks and places prepared for the purpose by flagging, paving, or otherwise.

SEC. 2. That it is forbidden to occupy the roads in such manner as to hinder or obstruct their proper use, to drive rapidly upon them or with animals not under perfect control, or to use them for the conveyance of goods or merchandise, except to or from the public buildings erected upon them on Government service.

SEC. 3. That it is forbidden to expose any article for sale; to throw stones or missiles; to interfere with birds; to display any sign, placard, or form of advertisement; to solicit fares, alms, subscriptions, contributions; to discharge firearms, fireworks, or explosives, or set fire to any combustible: *Provided, however,* That upon public holidays or other occasions of rejoicing, the officer in charge of public buildings and grounds, or such subordinate officer as he may direct, may permit, at his discretion, the use of such grounds in the vicinity of the Washington Monument as he may deem best, for the purpose of fireworks display and firing salutes.

SEC. 5. That it is forbidden to step or climb upon, remove, or in any way injure any monument, statue, fountain, wall, fence, or other construction, or any tree, shrub, plant, turf, or flower, or to interfere in any way with the waterworks.

SEC. 4. That it is forbidden to make any harangue, or utter loud, threatening, abusive, or profane language, to play games of chance, to bathe or fish in fountain basins, or to do any obscene or indecent act, or to commit a nuisance of any character.

SEC. 6. That it is forbidden to parade, stand, or move in processions or assemblages, or display any flag, banner, or device designed or adapted to bring into public notice any party, organization, or movement.

SEC. 7. That offenses against this act shall be triable before the police court of the District of Columbia, and shall be punishable by fine or imprisonment, or both, at the discretion of the judge of said court; the fine not to exceed one hundred dollars, the imprisonment not to exceed sixty days. But in case of heinous offenses, by reason of which public property shall have suffered damage to an amount exceeding one hundred dollars in value, said judge of the police court may commit or hold to bail the offender for trial before the supreme court of the District of Columbia, when the offense shall be punishable by imprisonment in the penitentiary for a period of not less than six months nor more than five years.

SEC. 8. That it shall be the duty of all policemen and watchmen having authority to make arrests in the District of Columbia to be watchful for offenses against this act, and to arrest and bring before the proper tribunal those who shall offend against it under their observation, or of whose offenses they shall be advised by witnesses.

SEC. 9. That it shall be the duty of all persons employed in the service of the Government in the Capitol or on its grounds to prevent, as far as may be in their power, offenses against this act, and to aid the police, by information or otherwise, in securing the arrest and conviction of offenders.

SEC. 10. That in order to admit of the due observance within the Capitol Grounds of occasions of national interest becoming the cognizance and entertainment of Congress, the President of the Senate and the Speaker of the House of Representatives, acting concurrently, are hereby authorized to suspend for such proper occasions so much of the above prohibitions as would prevent the use of the roads and walks of the said grounds by processions or assemblages, and the use upon them of suitable decorations, music, addresses, and ceremonies: *Provided*, That responsible officers shall have been appointed and arrangements determined, adequate, in the judgment of said President of the Senate and Speaker of the House of Representatives, for the maintenance of suitable order and decorum in the proceedings and for guarding the Capitol and its grounds from injury.

SEC. 11. That in the absence from Washington of either of the officers designated in the last section the authority therein given to suspend certain prohibitions of this act shall devolve upon the other, and in the absence from Washington of both it shall devolve upon the Capitol police commission.

SEC. 8. That offenses against this act shall be triable before the police court of the District of Columbia, and shall be punishable by fine or imprisonment, or both, at the discretion of the judge of such court, the fine not to exceed one hundred dollars; the imprisonment not to exceed sixty days. But in case of heinous offenses, by reason of which public property shall have suffered damage to an amount exceeding one hundred dollars in value, said judge of the police court may commit or hold to bail the offender for trial before the supreme court of the District of Columbia, when the offense shall be punishable by imprisonment in the penitentiary for a period of not less than six months nor more than five years.

SEC. 9. That it shall be the duty of all policemen and watchmen having authority to make arrests in the District of Columbia to be watchful for offenses against this act, and to arrest and bring before the proper tribunal those who shall offend against it under their observation, or of whose offenses they shall be advised by witnesses.

SEC. 10. That it shall be the duty of all persons employed in the service of the Government, under the officer in charge of public buildings and grounds, to prevent, as far as may be in their power, offenses against this act, and to aid the police by information or otherwise in securing the arrest and conviction of offenders.

SEC. 6. That it is forbidden to ride or drive a horse at a rate faster than eight miles an hour; to ride a cycle at a rate faster than eight miles an hour or without a bell attached or a light at night.

SEC. 7. That it is forbidden to play ball or other games or sports except upon grounds specially provided for that purpose.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 82.

UNITED STATES PENITENTIARY, LEAVENWORTH, KANS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A communication from the Attorney-General amending his estimate for support of the United States penitentiary at Leavenworth, Kans.

DECEMBER 20, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *December 18, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, copy of a communication from the Attorney-General, dated the 16th instant, amending his estimate for support of the United States penitentiary at Leavenworth, Kans., to be found on pages 263 and 264 of the Book of Estimates for the fiscal year ending June 30, 1897, by the addition of an item for "Superintendent of industries, $1,500," and increasing the total of the estimate from $129,512 to $131,012.

Respectfully, yours,

S. WIKE, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF JUSTICE,
Washington, D. C., December 16, 1895.

SIR: In submitting the estimates for the support of the United States penitentiary at Fort Leavenworth, Kans., for the fiscal year 1897, it was intended to provide for one superintendent of industries in addition to other officials named in said estimates, but the item was inadvertently omitted. I have now the honor to request that said estimate may be amended by inserting under the head of "Salaries, etc.," immediately after the words "Storekeeper and steward of prison, $900," and before the words "Superintendent of transportation, animals, and farm, $1,000," the following item: "Superintendent of industries, $1,500." The duties of this position are important, and it is essential that the above provision should be made. This will increase the total appropriation for the support of the penitentiary from $129,512, as now submitted, to $131,012.

Very respectfully,

JUDSON HARMON,
Attorney-General.

The SECRETARY OF THE TREASURY.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 83.

SURVEY OF HARBOR AT BLOCK ISLAND, R. I.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of survey of the harbor at Block Island, R. I.

DECEMBER 20, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 18, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated December 14, 1895, together with a copy of report, with map, from Maj. D. W. Lockwood, Corps of Engineers, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of the harbor at Block Island, R. I.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 14, 1895.

SIR: The river and harbor act of August 17, 1894, provides in the item making appropriation for the improvement of harbor at Block Island, R. I., for a survey, with estimates of cost for further improvement of said harbor, and I have now the honor to submit the accompanying copy of report, dated December 10, 1895, with map, by Maj. D. W. Lockwood, Corps of Engineers, upon the subject.

The project submitted contemplates the raising the breakwater to proper height and stopping sand leaks between certain sections thereof, together with dredging the main inner harbor, at a total estimated cost of $83,985.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen. Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

SURVEY OF HARBOR AT BLOCK ISLAND, R. I.

UNITED STATES ENGINEER OFFICE,
Newport, R. I., December 10, 1895.

GENERAL: The river and harbor act of August 17, 1894, contained the following: "Improving harbor at Block Island, R. I., completing improvement, $2,500, including dredging when necessary and a survey and estimate of cost for further improvement of said harbor."

The field notes of the survey having been plotted (principally soundings), I have the honor to submit a map thereof, together with the following report and estimate of cost of such further improvement as is deemed necessary.

The harbor of Block Island is an artificial one, and consists of three parts, viz, (1) a small interior basin about 250 feet by 300 feet, which was originally designed to furnish protection to the plant, etc., while engaged upon the construction of the more extensive exterior works; (2) what is designated on the map as the enlarged inner harbor—an inclosed area about 800 feet square with an entrance about 100 feet wide; and (3) what is called the outer harbor, which is formed by a breakwater extending out from the shore line about 1,900 feet, and which forms one side of the inclosed areas already described. Originally a gap 200 feet wide was left in the main breakwater about 1,400 feet from the shore line to serve as an entrance for vessels, but the seas coming through this space were found to be too heavy for safe anchorage inside, and on this account the opening was closed.

So far as its main features are concerned the project for the harbor of refuge at Block Island is completed. All that remains to be done is to complete pier heads at entrance to the larger inner harbor, which I do not think necessary, fender springing piles answering every purpose. As a matter of fact, however, in order that the full benefits anticipated from this work may be realized, considerable additional work is required. In the first place the main breakwater was constructed originally of large rock without any core of smaller stone to stop the passage of sand through it, and as a consequence there has been a marked shoaling along the lee face of the breakwater. This has encroached somewhat upon the protected area behind it, but its effects are more harmful still at the entrance to the main inner harbor, where the shoal extends out to such an extent as to interfere with the depth of water required at that place. To stop the drift of sand through the breakwater it will be necessary to put in enough small stone on the lee side of the breakwater to make it reasonably tight up to low water, and then cover this with large stone to hold the smaller stone in place. As the principal trouble now is the shoaling of the entrance to main inner harbor it would, in my opinion, be sufficient at present to adopt the method outlined only between the sections of the main breakwater marked VII and XIII. The storms of late years have flattened and lowered the upper surface of this breakwater so that additional stone is required to bring it up to the cross section provided for in the original project. An estimate for this also is made.

An examination of the map herewith will show that the main inner harbor is so shoal that in its present condition but few vessels of moderate draft even can find shelter here. The bowlders, etc., that formerly covered the bottom of the areas protected have been removed to a great extent, in accordance with the original project, but the natural depths of the areas entirely inclosed are insufficient for the object sought, i. e.,

to provide a place of refuge for vessels of moderate draft during heavy weather. In my opinion the main inner harbor should be dredged to a depth of 10 feet over the area indicated. This would require the removal of 103,049 cubic yards. To secure 12 feet depth would require the removal of 146,243 cubic yards.

The estimated cost of the entire work would be as follows:

To raise entire breakwater to proper height and stop sand leaks between points marked VII and XIII, 20,000 tons stone, at $2.10	$42,000
To dredge main inner harbor to 10 feet depth, 103,049 cubic yards, at 33⅓ cents	34,350
Total	76,350
Contingencies, 10 per cent	7,635
	83,985

This harbor is much used by fishing boats, and it is claimed that they can reach the fishing grounds of the locality from this harbor much sooner than from any other point where they can obtain protection. It is also at present the only harbor where they can obtain shelter without going to considerable distances, but this feature will lose much of its force should the present work on the entrance on the west side of the island to the Salt Pond be carried to completion.

The commerce arriving at and leaving Block Island during the calendar year ending December 31, 1894, is estimated as follows:

Value of exports	$508,125
Value of imports	1,535,655
Tonnage	43,165

The vessels entering and leaving this waterway during the same time is stated in the annual report for this work as follows:

Character or class of service.	Number.	Average draft.	Average tonnage.
Steam:		*Feet.*	*Tons.*
Freight and passenger	800	7	450
Fishing	500	7.5	130
Tugs	175	7.5	130
Pleasure boats	700	7	130
Sail:			
Freight	265	9	150
Fishing boats	6,000	7	30
Oyster boats	300	6	30
Pleasure boats, large	1,000	8	15
Pleasure boats, small	65,000	5.5	5

Very respectfully, your obedient servant,

D. W. LOCKWOOD,
Major, Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

(Through Col. John M. Wilson, Division Engineer, Northeast Division.)

[First indorsement.]

NORTHEAST DIVISION ENGINEER OFFICE,
Washington, D. C., December 13, 1895.

Respectfully submitted to the Chief of Engineers, concurring in the views of the local engineer.

JOHN M. WILSON,
Colonel, Corps of Engineers, U. S. A.,
Division Engineer, Northeast Division.

HARBOR OF REFUGE
AT
BLOCK ISLAND, R.I.

Scale

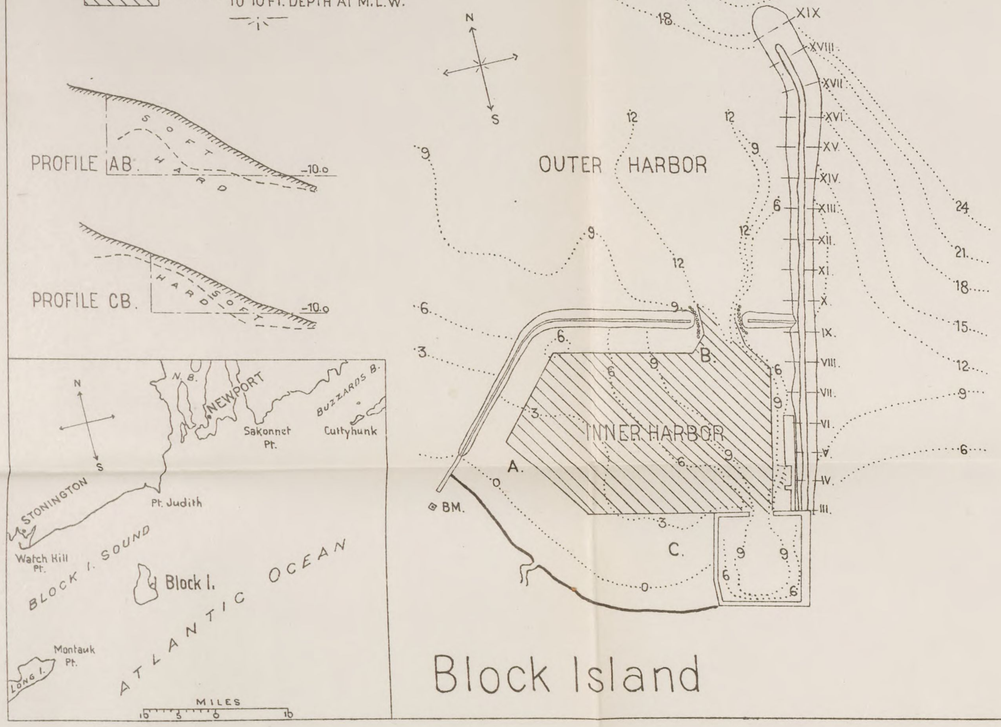
100 0 200 400 600 800 1000 1200 1400 1600 1800 2000 FT.

Surveyed May 1895 under direction of the Newport U. S. Engineer Office.

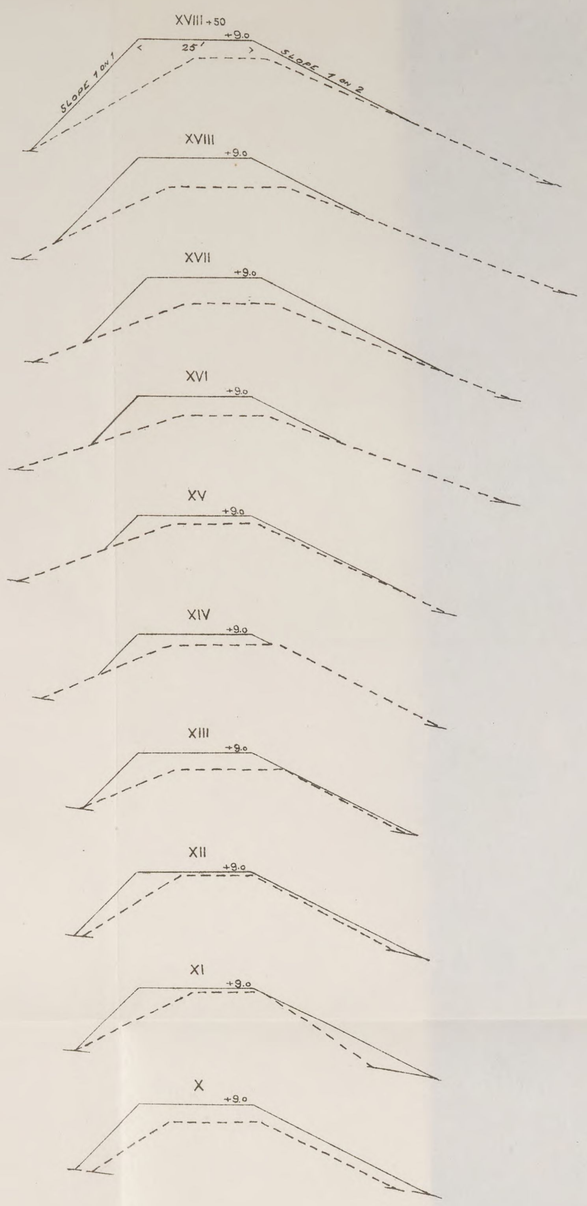
To accompany report of December 10, 1895.

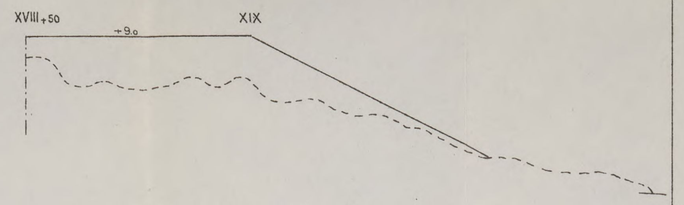
P. W. Bockwood
Major, Corps of Engineers, U.S. Army

SHORE LINE
CONTOURS
6 9 12 DEPTHS (FT.) AT M.L.W.
⊕ BM. BENCH MARK IS 20.66 FT. ABOVE M.L.W.
MEAN RISE AND FALL OF TIDE IS 3.0 FT.
AREA PROPOSED TO BE DREDGED TO 10 FT. DEPTH AT M.L.W.



Block Island



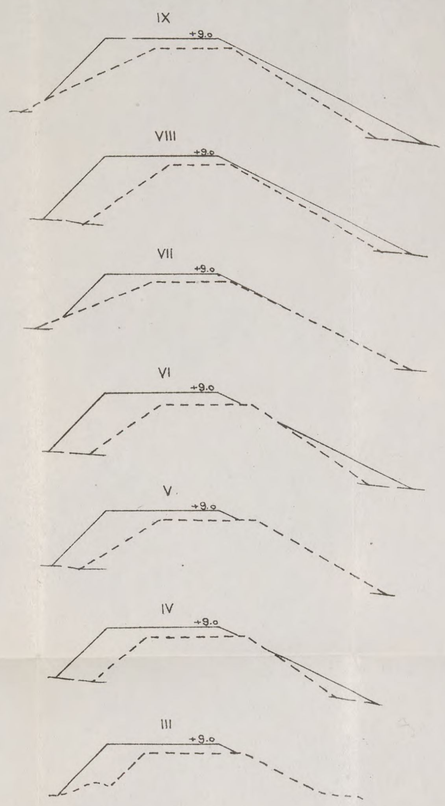


SECTIONS OF BREAKWATER

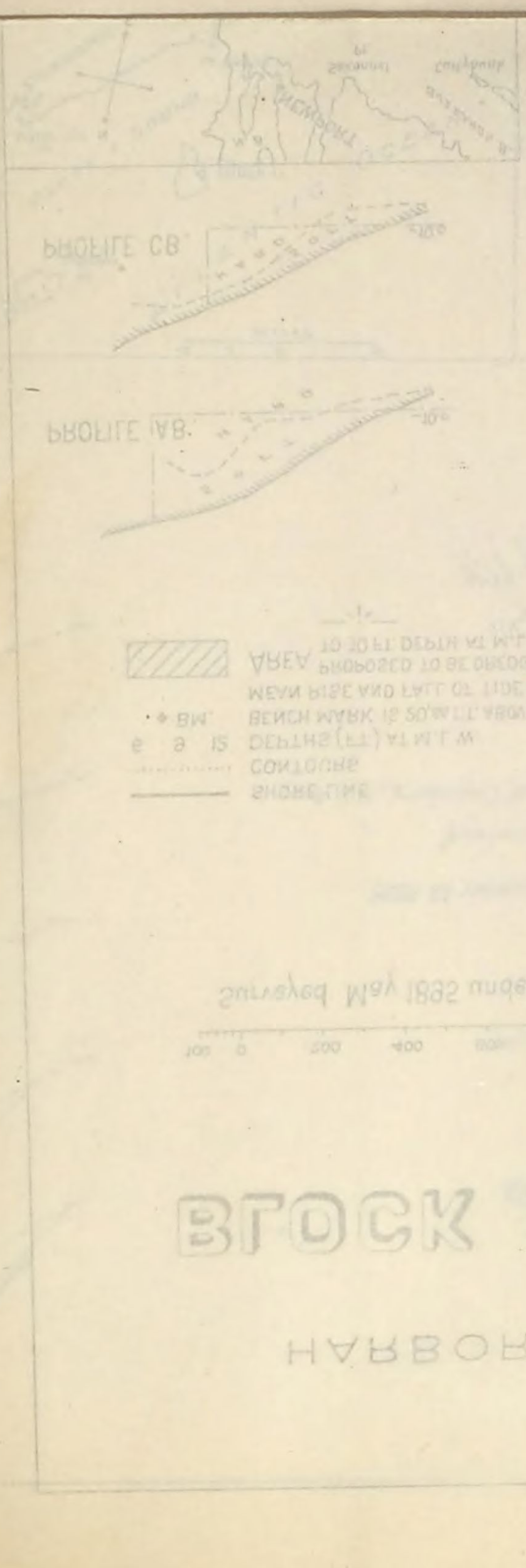
Scale

10 0 10 20 30 40 50 FT.

SECTION, PROPOSED
SECTION, EXISTING



H Doc. 83 54 1


PROFILE CB
PROFILE AB
N
S
W
E
AREA PROPOSED TO BE DREDGED
MEAN RISE AND FALL OF TIDE IS 2.0 FT.
BM BENCH MARK IS SQUARE CHISELED M.L.W.
DEPTHS (FT) AT M.L.W.
CONTOURS
SHORELINE
Surveyed May 1882 under direction of the Navy
SCALE
BLOCK ISLAND
AT
HARBOR OF REFT

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 84.

SURVEY OF STONINGTON HARBOR, CONNECTICUT.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of survey of Stonington Harbor, Connecticut.

DECEMBER 20, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 18, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated December 16, 1895, together with a copy of report, with map, from Maj. D. W. Lockwood, Corps of Engineers, dated December 9, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Stonington Harbor, Connecticut.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 16, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated December 9, 1895, with map, by Maj. D. W. Lockwood, Corps of Engineers, of results of survey of Stonington Harbor, Connecticut, provided for by the river and harbor act of August 17, 1894.

Major Lockwood states that there appears to be a pressing necessity for deeper water along the city front, and he also deems it advisable to remove a part of Noyes Shoal. He estimates that a cut along the city front, 200 feet wide and 17 feet deep, would require the removal of 129,200 cubic yards of sand and mud, while a cut 800 feet wide and 18 feet deep across Noyes Shoal would require the removal of 100,000 cubic yards of material. The total cost of the work proposed is estimated to be $64,576.60.

The views of the local engineer are concurred in by the division engineer, Col. John M. Wilson, Corps of Engineers, who states that it seems

probable that the same action of storms, tides, and currents which formed Noyes Shoal will cause the new channel to fill up in time, and that future dredging will be necessary through this outer bar.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF STONINGTON HARBOR, CONNECTICUT.

UNITED STATES ENGINEER OFFICE,
Newport, R. I., December 9, 1895.

GENERAL: Under date of June 12, 1893, Maj. W. H. Bixby, Corps of Engineers, United States Army, submitted a report of a preliminary examination of Stonington Harbor, Connecticut, and the entrance thereto, in which he stated that, in his opinion, the harbor was worthy of further improvement by the General Government, and submitted an estimate of the cost of a survey. The river and harbor act of August 17, 1894, provided for this survey, and by Department letter of September 1, 1894, the making of it was assigned to this office.

The survey having been completed and field notes of same plotted, I have the honor to forward the map thereof with the following report and estimate:

Attention is respectfully invited to the reports of Major Bixby and Lieutenant Harts, published in the Annual Report of the Chief of Engineers for 1893, commencing on page 891, for details of works now in existence and results accomplished in the past, as well as for a description of further work required for the commercial interests of the locality. It would appear that at present there is a pressing necessity for deeper water in the harbor itself along the city front, to accommodate the steamers of the Stonington Line and to afford an opportunity to wharf owners of providing for deeper draft vessels by dredging from their wharves out to the deepened channel. Noyes Shoal is directly in the way of vessels entering and leaving the harbor by the most direct route. There are deep natural channels around both ends of the shoal, but they are difficult to navigate in thick foggy weather, and on that account little used except when the weather conditions are favorable. The boats of the Stonington Line make the harbor at night, and are often compelled to run on time, and unless they are able to pick up a light or other signal to locate themselves by in thick weather are apt to get in trouble, and on this account it is deemed advisable to remove a part of Noyes Shoal on the range between the light on the east end of the west breakwater and the light on the west end of the old shore breakwater. The cut across Noyes Shoal should be 800 feet wide.

It is estimated that the cut along the city front, 200 feet wide and 17 feet deep, would require the removal of 129,200 cubic yards of sand and mud, while a cut 800 feet wide and 18 feet deep across Noyes Shoal would require the removal of 100,000 cubic yards of material. The cost of the above would be as follows:

129,200 cubic yards, at 18 cents	$23,706.00
100,000 cubic yards, at 35 cents	35,000.00
Total	58,706.00
10 per cent for contingencies	5,870.60
	64,576.60

The commerce of Stonington Harbor last year was estimated at a total value of $45,810,830, about 98 per cent of which belonged to the Stonington Line.

Stonington Harbor is in the Stonington collection district, and is a port of entry. The amount of revenue collected at Stonington in the last calendar year was $463.03. The principal value of the harbor is as a harbor of refuge. The nearest lights are Stonington Light and Latimer Reef Light. The nearest fortification is Fort Trumbull, New London, Conn.

Very respectfully, your obedient servant,

D. W. LOCKWOOD,
Major, Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. Army.

(Through Col. John M. Wilson, Division Engineer, Northeast Division.)

[First indorsement.]

NORTHEAST DIVISION ENGINEER OFFICE,
Washington, D. C., December 12, 1895.

Respectfully submitted to the Chief of Engineers, concurring in the views of the local engineer.

It seems probable that the same action of the storms, tides, and currents which formed Noyes Shoal will cause the new channel to fill up in time, and that future dredging will be necessary through this outer bar.

JOHN M. WILSON,
Colonel, Corps of Engineers, U. S. A.,
Division Engineer, Northeast Division.

STONINGTON HARBOR, CONN.

Scale

1000 0 1000 2000 3000 4000 5000 Feet.

Surveyed April, 1895 in compliance with River & Harbor Act of August 17, 1894.

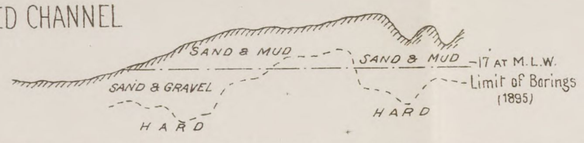
To accompany report of December 9, 1895.

W.W. Lanthurn
Major, Corps of Engineers, U. S. Army.

SHORE LINE
CONTOURS BASED ON SURVEY OF 1895
CONTOURS BASED ON PREVIOUS SURVEYS
6 12 18 DEPTHS AT MEAN LOW WATER
+ + BENCH MARKS
MEAN RISE & FALL OF TIDE IS ABOUT 2.7 FT.
PROPOSED CHANNEL 200 FT. WIDE & 17 FT. DEEP, (INNER HARBOR)
800 FT. WIDE & 18 FT. DEEP, (NOYES SHOAL)

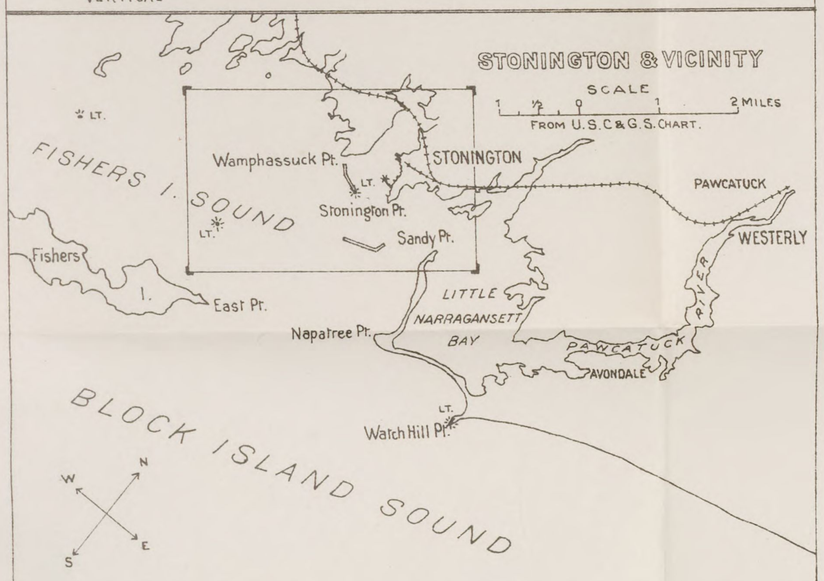
PROFILE OF PROPOSED CHANNEL

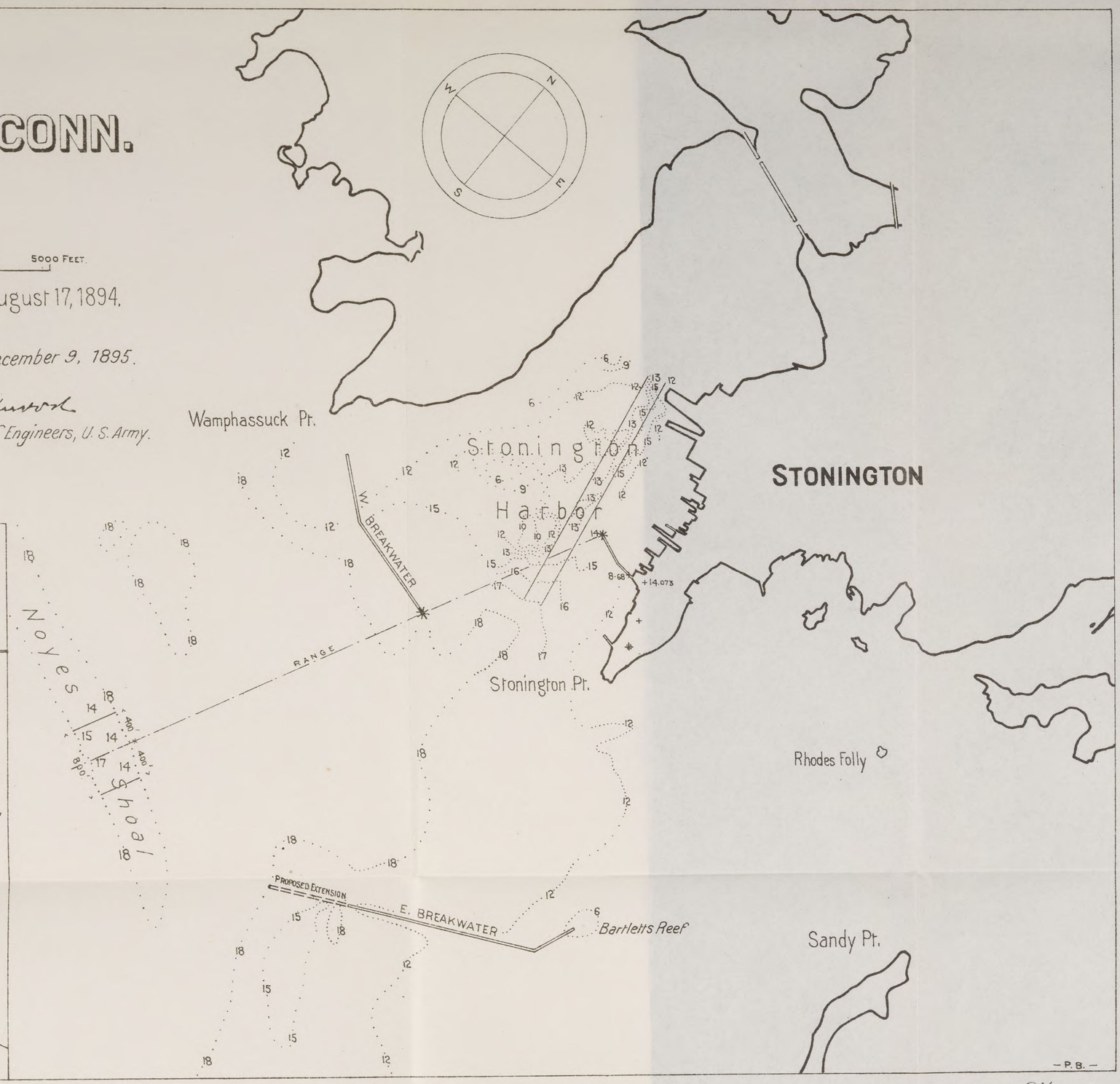
Scales
HORIZONTAL
FT. 1000 500 0
FT. 10 5 0
VERTICAL



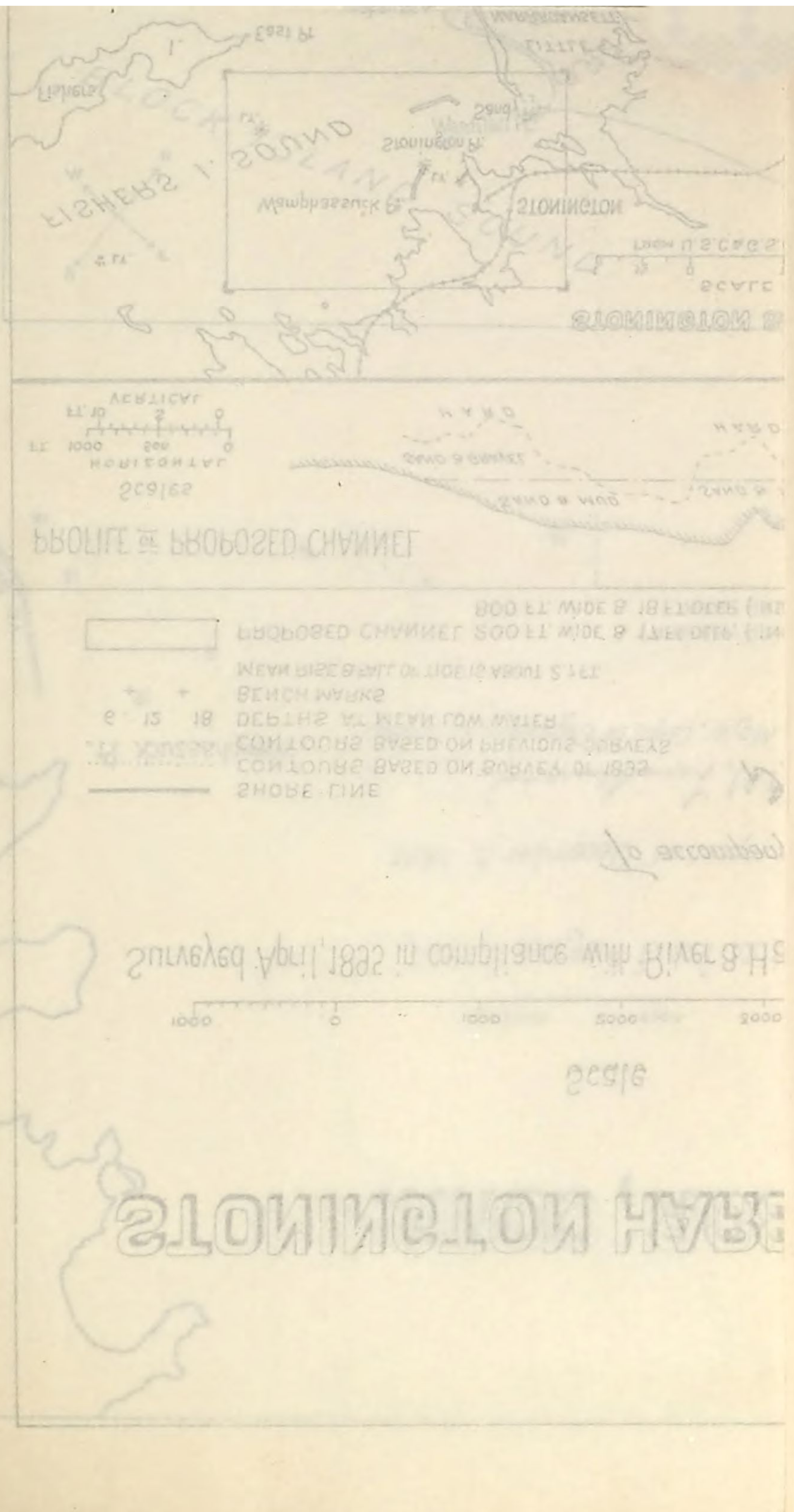
STONINGTON & VICINITY

SCALE
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FROM U.S.C.&G.S. CHART.





H. Doc. 84 54 1


PROFILE OF PROPOSED CHANNEL
BENCH MARKS
SHORE LINE
STONINGTON HARBOR

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 85.

SURVEY OF ROCKLAND HARBOR, MAINE.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of survey of Rockland Harbor, Maine.

DECEMBER 20, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 18, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated December 14, 1895, together with a copy of report, with map, from Lieut. Col. A. N. Damrell, Corps of Engineers, dated December 11, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Rockland Harbor, Maine.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 14, 1895.

SIR: The river and harbor act of August 17, 1894, in the item making an appropriation for improving Rockland Harbor, Maine, provides that $1,000 of the appropriation "may be expended in completing a survey of the same with a view of making it available for vessels of a deeper draft."

I have now the honor to submit the accompanying report of December 11, 1895, with map, from Lieut. Col. A. N. Damrell, Corps of Engineers, of results of the survey thus provided for.

The improvement contemplated by the project now presented and the estimated cost of the work proposed are as follows:

Removal of South Ledge to a depth of 22 feet at mean low water.....	$190,300.00
Removal of Jameson Point Ledge to a depth of 14 feet at mean low water.	89,208.00
Dredging north, south, and east of Crocketts Point to depths of from 4 feet to 13 feet at mean low water	85,550.24
Engineering and contingencies	36,941.76
Total.....	402,000.00

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF ROCKLAND HARBOR, MAINE.

UNITED STATES ENGINEER OFFICE,
Portland, Me., December 11, 1895.

GENERAL: I have the honor of submitting the following report of a survey of "Rockland Harbor, with a view of making it available for vessels of a deeper draft," authorized by the river and harbor act of August, 1894.

A part of this harbor is already available for vessels of the deepest draft. The portions giving trouble at this present time are—

First. What is known as South Ledge, in the south central part of the harbor, used by deep-draft vessels, where the least depth is at present 9½ feet and should be at least 22 feet.

Second. Jameson Point Ledge, in the north central part of the harbor, where the least depth is at present 7.2 feet and should be not less than 14 feet.

These ledges are dangerous obstructions to navigation and have been complained of as such.

Third. That portion near the harbor lines established January 18, 1895, north, south, and east of Crocketts Point, where the least depth is now two-tenths of a foot, and running from that to about 11 feet. The depth here to give complete relief to the present commerce should be about 14 feet over the greater portion of this area, but the presence of ledge at a less depth would make the excavation so expensive that it is believed the improvement at present should be limited to obtaining a depth varying from 4 to 13 feet, which can be made at a reasonable cost and would be of great benefit.

The estimated cost of the improvement proposed is as follows:

Removal of South Ledge to a depth of 22 feet at mean low water.....	$190,300.00
Removal of Jameson Point Ledge to a depth of 14 feet at mean low water.	89,208.00
Dredging north, south, and east of Crocketts Point, to depths of from 4 to 13 feet at mean low water.....	85,550.24
Engineering and contingencies.....	36,941.76
Total.....	**402,000.00**

The commerce to be benefited by this improvement is shown by the following statistics:

Receipts and shipments.

Articles.	1891.	1892.	1893.	1894.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Brick, cement, and sand	3,897	42,904	36,614	39,275
Coal	33,505	42,480	51,000	63,000
Fish and salt, etc	2,569	8,257	9,908	9,578
Grain and flour	6,147	9,620	10,822	11,749
General merchandise	67,579	28,100	64,035	71,138
Hay and straw	.....	413	500	500
Lumber and ship timbers	24,376	27,680	29,190	28,742
Lime	160,000	97,785	130,000	116,000
Oil	.....	538	605	663
Stone	54,778	74,397	7,605	9,926
Sawdust and ashes	.....	6,071	5,404	5,642
Steel rails, ironwork, and castings	.....	2,172	2,323	1,963
Wood and cooperage	76,237	188,388	188,500	147,357
Ice	4,672	.....	2,000	4,320
Total	433,760	528,805	538,566	509,853

I append the report of Mr. A. C. Both, assistant engineer, by whom the survey was made, and transmit a map of the survey, showing locations of the ledges to be removed and the channels to be dredged.

Very respectfully, your obedient servant,

A. N. DAMRELL,
Lieut. Col., Corps of Engineers.

Brig. Gen. W. P. CRAIGHILL,
Chief of Engineers, U. S. A.

REPORT OF MR. A. C. BOTH, ASSISTANT ENGINEER.

UNITED STATES ENGINEER OFFICE,
Portland, Me., December 4, 1895.

COLONEL: I have the honor to submit the following report upon a survey of Rockland Harbor, Maine, made in compliance with requirement of river and harbor act dated August 17, 1894. The survey was made June 6 to July 3, 1895, by order of Lieut. Col. D. P. Heap, in charge of this district at the time.

The map of this survey, herewith submitted, was made to a scale of 1 to 5,000, under your direction, in November, 1895. A partial survey of Rockland Harbor was made by me in 1880 with a view of locating the site of a breakwater. As only a few of the triangulation points of this survey were found intact, a new base line 2,070.985 feet long was measured near the westerly bank of Jameson Point, and a new triangulation was made, in which all the remaining old stations were included. The south base is a drill hole in solid ledge (station C4 of old survey); the north base is a drill hole in a small bowlder, set with its top level with the ground. The direction of this line is about 23° 30′ west of the magnetic meridian.

All triangulation stations which may be considered permanent, being drill holes in ledge or rocks, are marked on the map by circles surrounded by a triangle; other points, liable to be disturbed and lost, are marked by circles only. The details of the survey, high-water lines, wharves, buildings, etc., were determined by telemetric measurements.

All the soundings were taken on ranges established on shore, and were located by transit angles from suitable triangulation stations. They are referred to the plane of mean low water as established during the survey made in 1880. The soundings were made with lead and graduated brass chain, having foot divisions.

The tide gauge on which observations were made for reductions of soundings was fastened to the northwest corner of Kennedy's wharf (a part of Tillson's wharf), its zero corresponding with the plane of mean low water, 19.26 feet below the benchmark, as established during survey of 1880.

The benchmark is marked by a drill hole in solid ledge, is five-eighths inch diameter, 1 inch deep, and is 7 feet easterly from the beginning of the southerly wall of Tillson's wharf and about 6 inches south from the foot of the wall.

Tests to determine approximately the character of the bottom were made in thirty-four places in the cove northward and westward of Crocketts Point. A pointed iron

rod seven-eighths inch diameter was used, pushed into the bottom as far as possible by four men. The conclusions drawn from these tests regarding the character of the material, also the depths of penetration into the material and the depths of penetration referred to mean low-water plane, are tabulated on the map.

Rockland Harbor is situated on the west shore of Penobscot Bay, near its southern extremity, and is one of the important harbors of the State.

The construction of a breakwater, which runs in a nearly southerly direction from Jameson Point, was commenced in 1881, and has since attained a length of 2,736 feet from high-water line. Its total length when completed will be 4,300 feet.

Protecting this harbor against the severe and dangerous northeast gales, which have a rake of from 10 to 15 miles, has resulted, in a marked degree already, to increase the number of vessels which seek a safe anchorage at such times, and vessels now can with perfect safety remain moored to the wharves, without being pounded to pieces as formerly. Although the available anchorage is very large and of sufficient depth of water for the largest vessels, hundreds of vessels are often crowded together closer than would be considered safe.

There are several sunken ledges in the harbor which are dangerous obstructions to general navigation.

The South Ledge, so called, embraces two separate ledges. The southerly and shoalest one of the two, marked E, has an area of 5,880 square yards inside the 22-foot contour, and has only about 9½ feet of water over its shoalest point. The northerly one, marked D, about 900 feet north of E, has an area of 8,620 square yards inside the 22-foot contour, and has about 14½ feet of water over its shoalest point at mean low water.

Both these ledges lie more or less directly in the path of vessels entering or leaving the harbor. These ledges, if removed at all, should have at least a depth of 22 feet at mean low water to allow the large vessels frequently entering the harbor for anchorage to pass over them in safety.

Jameson Point Ledge is located in the middle of the northern part of the harbor, and embraces three parts, marked A, B, and C. Ledges A and B have about 9½ feet of water over their shoalest points and Ledge C about 11¾ feet at mean low water. About 400 feet westerly of Ledge B, in an average surrounding depth of 13 feet, is a large isolated rock having only 7.2 feet over it at mean low water. Jameson Point Ledge is not only a menace to all vessels bound for or sailing from the wharves along the north shore, but also endangers and greatly reduces the best and safest part of the anchorage.

The total area of these three ledges inside the 14-foot contour is 18,460 square yards.

The area covered by these ledges, which may be considered dangerous to navigation and unavailable for anchorage in its present condition, is about 23 acres.

The principal industry of the city of Rockland is the manufacture of a very fine grade of lime, and during the last few years great improvements have been made to facilitate its manufacture.

A belt railroad has been constructed for hauling the lime rock from the quarries (about 1 mile from the city) direct to the kilns, which extend along the whole water front for a length of about 2 miles. The railroad, constructed on high trestles, leads past all these kilns, and the lime rock is supplied and discharged into the kilns directly from the cars.

I was unable at the time of making the survey to collect any commercial statistics. A statement of statistics for the years 1891 to 1894, inclusive, in the Annual Report of the Chief of Engineers for 1895, page 556, gives evidence of Rockland's rapidly increasing commerce. The falling off in receipts and shipments for 1894 is due probably to the general depression of business during that period.

Upon the solicitation of citizens of Rockland a harbor line was established and was approved by the Secretary of War January 18, 1895. The location of this line was adapted to the wharves as shown on United States Coast and Geodetic Survey Chart No. 320 of Rockland Harbor. It was known at the time that many wharves had been extended and new ones had been built, and that the location of this line would have to be slightly changed after an accurate survey had been made. The harbor line as shown on the accompanying map embraces all the necessary modifications. These small changes have not been approved as yet.

The number of vessels arriving in Rockland Harbor in the calendar year 1894 is stated in Annual Report of the Chief of Engineers for 1895 as follows:

Steamers, coastwise:	
400 to 1,500 tons each	705
25 to 400 tons each	2,465
Sailing vessels:	
Foreign, average 84 tons each	445
Coastwise trade	3,474
For refuge only	1,100

Nearly all the steamers land their passengers and freight at Tillson's wharf, with the exception of steamer *Frank Jones*, plying between Rockland, Me., and Machias,

Me., which lands at the Maine Central Railroad Wharf, in the southern part of the harbor. The most important line of steamers are those of the Boston and Bangor Steamship Company. During the summer season these steamers make daily trips and during the winter three trips per week. They are of about 1,500 tons burden and draw loaded about 11 feet. At low tide they are often detained at or near Tillson's wharf, owing to insufficient depth of water. A small increase of depth on the shoals in the vicinity of this wharf would prevent frequent delays. The bulk of the heavy local traffic, principally lime, wood, and coal, is carried by coasters of medium size, which on an average draw 6 to 7 feet light and 9 to 13 feet loaded. To accommodate this large number of vessels, and facilitate their movements to and from the wharves, it is proposed to dredge channels, marked I, II, III, IV, V, VII, and VIII on the map, varying from 150 feet to 200 feet in width, to a depth of 6 feet at mean low water, which it is believed will give ample accommodations.

The basin, marked VI, westerly from Crocketts Point, it is proposed to dredge to a depth of 4 feet at mean low water. Vessels only of the smallest class frequent this cove, and it is believed that it is impracticable to make a greater depth here, owing to extensive sunken ledges which underlie the bottom. The channels VII and VIII are located in cove south of Tillson's wharf. It is recommended that the several channels as proposed are to be excavated first, and the middle grounds, marked IX and X on the map, are dredged also to 6 feet at mean low water if it should be found necessary.

Believing that the improvements recommended herewith will give ample facilities for the present and prospective needs of commerce and safe navigation of Rockland Harbor, I submit the following special estimates of quantities:

Dredging.

	Cubic yards in situ.
Channel I, 200 feet wide, 6 feet deep at mean low water	12,685
Channel II, 150 feet wide, 6 feet deep at mean low water	48,870
Channel III, 150 feet wide, 6 feet deep at mean low water	48,842
Channel IV, 250 feet wide, 6 feet deep at mean low water	18,231
Channel V, 250 feet wide, 6 feet deep at mean low water	51,917
Channel VII, 150 feet wide, 6 feet deep at mean low water	16,259
Channel VIII, 150 feet wide, 6 feet deep at mean low water	15,852
Basin VI, 360 feet wide, 4 feet deep at mean low water	51,214
Middle Ground IX, to 6 feet deep at mean low water	186,037
Middle Ground X, to 6 feet deep at mean low water	11,111
Area in front of Tillson's wharf, to 13 feet at mean low water	10,268
Total quantity of dredging measured	471,286

Rock excavation.

Jameson Point Ledge:	Cubic yards in situ.
Part A, to 14 feet depth at mean low water	1,600
Part B, to 14 feet depth at mean low water	9,263
Part C, to 14 feet depth at mean low water	280
Isolated rock, about	8
	11,151
South Ledge:	
Part D, to 22 feet depth at mean low water	7,253
Part E, to 22 feet depth at mean low water	11,777
	19,030
Total quantity of rock excavation	30,181

Estimated cost of improvement.

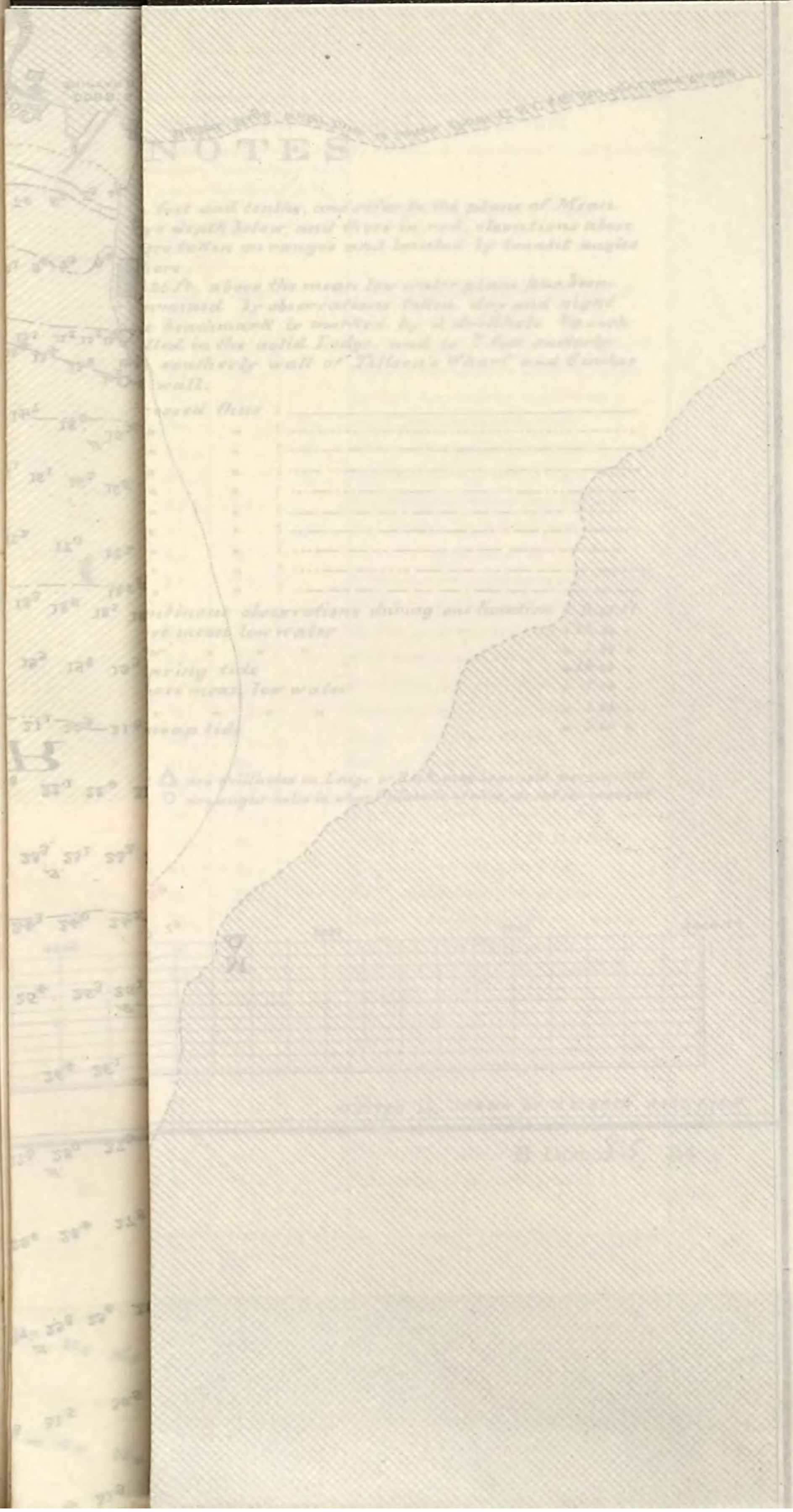
Dredging:	
1. Dredging channels in front of harbor lines in cove north and south of Crocketts Point, ranging in width from 150 to 200 feet and a depth of 6 feet at mean low water, and a basin 360 feet wide and 4 feet depth at mean low water, will require the removal of 263,870 cubic yards in situ, at 18 cents per cubic yard	$47,496.60
2. Dredging the two middle grounds, north and south of Tillson's wharf, to 6 feet depth at mean low water, will require the removal of 197,148 cubic yards in situ, at 18 cents per cubic yard	35,486.64
3. Dredging in the vicinity of Tillson's wharf to a depth of 13 feet at mean low water will require the removal of 10,268 cubic yards measured in situ, at 25 cents per cubic yard	2,567.00

Rock excavation:	
1. Excavating South Ledge to a depth of 22 feet at mean low water will require the removal of 19,030 cubic yards in situ, at $10 per cubic yard	$190,300.00
2. Excavating Jameson Point Ledge to a depth of 14 feet at mean low water will require the removal of 11,151 cubic yards in situ, at $8 per cubic yard	89,208.00
	365,058.24
Engineering expenses and contingencies	36,941.76
Total estimated cost	402,000.00

Very respectfully, your obedient servant,

A. C. BOTH,
Assistant Engineer.

Lieut. Col. A. N. DAMRELL,
Corps of Engineers, U. S. A.



54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 86.

VENEZUELAN BOUNDARY.

LETTER

FROM

THE PUBLIC PRINTER,

RELATING

To the reprinting of Senate Document No. 226, first session Fiftieth Congress (Venezuelan boundary).

DECEMBER 20, 1895.—Referred to the Committee on Printing and ordered to be printed.

OFFICE OF THE PUBLIC PRINTER,
Washington, D. C., December 18, 1895.

SIR: Referring to a resolution adopted by the House of Representatives December 16, directing that a reprint be made of Senate Document No. 226, first session Fiftieth Congress, relating to the Venezuelan boundary, I have the honor to state that such reprint will involve an expense exceeding the sum of $500. Section 59 of the act approved January 12, 1895, relating to the public printing and binding, provides that either House may print extra copies to the amount of $500 by simple resolution, but if the cost exceeds that sum the printing shall be ordered by concurrent resolution. This document can, therefore, only be reprinted under a concurrent resolution.

I desire to state in this connection that the document is not stereotyped.

Respectfully,

TH. E. BENEDICT,
Public Printer.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

O

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 87.

MARY O. PLANCHÉ.

Letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings of fact in the case of Mary O. Planché against the United States.

DECEMBER 20, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 18, 1895.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 312. Mary Ophilia Planché *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Mary O. Planché, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed May 23, 1887.

[Court of Claims. Congressional case No. 312. Mary O. Planché *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives, on the 18th day of February, 1885.

On a preliminary inquiry the court, on the 23d day of May, 1887, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 10th day of December, 1895. J. W. Smith, esq., appeared for claimant, and the Attorney-General, by George Gorman, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant, in her petition, makes the following allegations:

1. That she is a citizen of the United States, residing in the parish of Natchitoches, State of Louisiana; that during the period from 1861 to 1865 she resided in the city of New Orleans, in the same State.

2. That the following stores and supplies were taken from her in the year 1864 for the use of the United States Army:

100 mules	$33,000.00
39 horses	6,240.00
20 oxen	1,800.00
200 sheep	1,000.00
200 pigs	800.00
500 barrels corn	2,000.00
6 carts and harness	480.00
1 ox cart	50.00
12 boxes candles	36.00
11 boxes liquors	110.00
16 bottles sweet oil	16.00
Total	45,532.00

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDING OF FACTS:

There were taken from the claimant's plantation in Natchitoches Parish, State of Louisiana, in the spring of 1864, by the military forces of the United States, for the use of the Army, stores and supplies of those above described, which at the time and place of taking were reasonably worth the sum of ($9,025) nine thousand and twenty-five dollars.

It does not appear that any payment has been made for any part thereof.

BY THE COURT.

Filed December 16, 1895.
A true copy.
Test, this 18th day of December, A. D. 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 89.

DISBURSEMENTS FOR THE INDIAN DEPARTMENT.

LETTER

FROM

THE ACTING SECRETARY OF THE INTERIOR,

TRANSMITTING

A communication from the Commissioner of Indian Affairs, with accompanying statements of disbursements for the Indian Department for the fiscal year ending June 30, 1895, and of salaries and incidental expenses of each agency.

DECEMBER 20, 1895.—Referred to the Committee on Indian Affairs and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, December 18, 1895.

SIR: I have the honor to transmit herewith copy of a communication, dated 17th instant, from the Commissioner of Indian Affairs, and accompanying statement of disbursements made from the several appropriations for the Indian Department for the fiscal year ending June 30, 1895, and statement of the salaries and incidental expenses of each agency in the Indian service during said year, prepared by the Indian Office, as required by the eighth section of the act of March 3, 1875 (18 Stat., 450).

This matter is presented for such action as may be deemed proper, it being held by the Public Printer that the act of January 12, 1895 (28 Stat., 601), does not authorize the printing of these statements.

Very respectfully,

WM. H. SIMS, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, December 17, 1895.

SIR: I have the honor to submit statements required to be furnished by section 8 of an act approved March 3, 1875 (18 Stat., 450), and respectfully request that you cause the same to be transmitted to Congress for the action of that body.

(1) Statement of disbursements made from the several appropriations for the Indian Department for the fiscal year ending June 30, 1895, showing the object for which made and the balance unexpended of each appropriation.

(2) Statement of the salaries and incidental expenses of each agency in the Indian service during the year ending June 30, 1895, showing the appropriation from which paid and the number of Indians at each agency.

Very respectfully,

D. M. BROWNING, *Commissioner.*

The SECRETARY OF THE INTERIOR.

TABULAR STATEMENTS.

Statement of disbursements made from the appropriations for the

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of matrons.	Pay of interpreters.	Pay of judges Indian courts.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Aggregate	10,754,732.61	49. 215. 94	10, 069. 49	5, 000. 00	10, 000. 00	11, 765. 16
Current and contingent expenses.						
Pay of Indian agents, 1895	86, 600. 00	49, 215. 94	.....	.....	.....	.....
Pay of interpreters, 1895	10, 000. 00	.....	.....	.....	10, 000. 00	.....
Pay of Indian inspectors, 1895	12, 500. 00	.....	.....	.....	.....	.....
Traveling expenses of Indian inspectors, 1895	7, 000. 00	.....	.....	.....	.....	.....
Pay of Indian school superintendent, 1895	3, 000. 00	.....	.....	.....	.....	.....
Traveling expenses of Indian school superintendent, 1895	1, 000. 00	.....	.....	.....	.....	.....
Buildings at agencies, and repairs, 1895	4, 400. 00	.....	.....	.....	.....	.....
Contingencies, Indian Department, 1895	40, 000. 00	.....	10, 000. 00	.....	.....	.....
Expenses of Indian commissioners, 1895	44. 000. 00	.....	.....	.....	.....	.....
Pay of farmers, 1895	70. 000. 00	.....	.....	.....	.....	.....
Pay of Indian police, 1895	125, 000. 00	.....	.....	.....	.....	.....
Pay of judges Indian courts, 1895	12, 540. 00	.....	.....	.....	.....	11, 765. 16
Pay of matrons, 1895	5, 000. 00	.....	.....	5, 000. 00	.....	.....
Telegraphing and purchase of Indian supplies, 1895	35, 000. 00	.....	.....	.....	.....	.....
Transportation of Indian supplies, 1895	275, 000. 00	.....	.....	.....	.....	.....
Vaccination of Indians	1, 000. 00	.....	.....	.....	.....	.....
Fulfilling treaties with and support of Indian tribes (treaty obligations).						
Fulfilling treaties with—						
Apaches, Kiowas, and Comanches	30, 000. 00	.....	.....	.....	.....	.....
Cheyennes and Arapahoes	20, 000. 00	.....	.....	.....	.....	.....
Chickasaws	3, 000. 00	.....	.....	.....	.....	.....
Chippewas, Pillagers, and Lake Winnebagoshish bands	22, 666. 66	.....	.....	.....	.....	.....
Choctaws	30, 032. 89	.....	.....	.....	.....	.....
Cœur d'Alenes	8, 000. 00	.....	.....	.....	.....	.....
Columbias and Colvilles	1, 000. 00	.....	.....	.....	.....	.....
Creeks	49, 968. 40	.....	.....	.....	.....	.....
Crows	30, 000. 00	.....	.....	.....	.....	.....
Fort Hall Indians	6, 000. 00	.....	.....	.....	.....	.....
Indians at Blackfeet Agency	150, 000. 00	.....	.....	.....	.....	.....
Indians at Fort Belknap	115, 000. 00	.....	.....	.....	.....	.....
Indians at Fort Berthold	80, 000. 00	.....	.....	.....	.....	.....
Indians at Fort Peck	165. 000. 00	.....	.....	.....	.....	.....
Iowas	2, 875. 00	.....	.....	.....	.....	.....
Iowas in Oklahoma	3, 600. 00	.....	.....	.....	.....	.....
Kansas	6, 750. 00	.....	.....	.....	.....	.....
Kickapoos	3, 445. 96	.....	.....	.....	.....	.....
Osages	3, 456. 00	.....	.....	.....	.....	.....
Otoes and Missourias	5, 000. 00	.....	.....	.....	.....	.....
Pawnees	30, 000. 00	.....	.....	.....	.....	.....
Pottawatomies	20, 647. 65	.....	.....	.....	.....	.....
Pottawatomies of Indiana and Michigan	6, 243. 90	.....	.....	.....	.....	.....
Sacs and Foxes of the Mississippi	51, 000. 00	.....	.....	.....	.....	.....
Sacs and Foxes of the Missouri	7, 870. 00	.....	.....	.....	.....	.....
Seminoles	28, 500. 00	.....	.....	.....	.....	.....
Senecas	3, 690. 00	.....	.....	.....	.....	.....
Senecas of New York	11, 902. 50	.....	.....	.....	.....	.....
Eastern Shawnees	1, 030. 00	.....	.....	.....	.....	.....
Sioux, Yankton tribe	15, 000. 00	.....	.....	.....	.....	.....
Sisseton and Wahpeton Indians	18, 400. 00	.....	.....	.....	.....	.....
Six Nations of New York	4, 500. 00	.....	.....	.....	.....	.....
Spokanes	8, 400. 00	.....	.....	.....	.....	.....
Winnebagoes	44, 162. 47	.....	.....	.....	.....	.....
Support of, as follows:						
Apaches, Kiowas, and Comanches, clothing, 1895	11, 000. 00	.....	.....	.....	.....	.....
Apaches, Kiowas, and Comanches, employees, 1895	6, 700. 00	.....	.....	.....	.....	.....
Cheyennes and Arapahoes, clothing, 1895	12, 000. 00	.....	.....	.....	.....	.....

Indian Department for the fiscal year ending June 30, 1895.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.									
Buildings at agencies, and repairs.	Vaccination of Indians.	Medicines and medical supplies.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employees at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
36,503.29	171.40	11,459.68	1,163,308.33	688,181.43	282,198.20	29,466.11	5,280.10	1,180,612.71	350,002.47
36,503.29									
		72.19		5,657.05					8,110.00
									65,433.26
						29,466.11	5,280.10		
					242,391.96				
	171.40								
								3,000.00	
								10,666.66	
								30,032.89	
				155.22					
								49,968.40	
				6,970.21					
		83.95	1,967.66	1,851.13					563.00
				14,206.69					
				24,595.26					
		197.85	21,196.24	7,309.23					5,468.81
								3,600.00	
				496.80					4,503.20
								30,000.00	
								20,647.65	
								46,000.00	
								28,500.00	
				84.00				3,160.00	446.00
								11,902.50	
								500.00	
								18,400.00	
		195.32		2,540.15				1,000.00	
		240.21	4,345.73	1,435.48				25,394.95	3,015.99
				11,000.00					
									4,721.48
				9,786.15					

Statement of disbursements made from the appropriation for the Indian

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of matrons.	Pay of interpreters.	Pay of judges Indian courts.
Fulfilling treaties with and support of Indian tribes (treaty obligations)—Cont'd.						
Support of—Continued.						
Cheyennes and Arapahoes, employees, 1895	*Dollars.* 6,000.00	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Chippewas of the Mississippi, 1895	4,000.00					
Cœur d'Alenes, 1895	3,500.00					
Columbias and Colvilles, 1895	6,000.00					
Crows, clothing, 1895	15,000.00					
Crows, employees, etc., 1895	6,000.00					
Crows, subsistence, 1895	30,000.00					
Molels, 1895	3,000.00					
Nez Perces, 1895	6,000.00					
Northern Cheyennes and Arapahoes, clothing, 1895	17,000.00					
Northern Cheyennes and Arapahoes, employees, 1895	9,000.00					
Northern Cheyennes and Arapahoes, subsistence and civilization, 1895	75,000.00					
Pawnees, schools, 1895	10,000.00					
Pawnees, employees, etc., 1895	6,600.00					
Pawnees, iron and steel, etc., 1895	500.00					
Quapaws, education, 1895	1,000.00					
Quapaws, employees, etc., 1895	500.00					
Sacs and Foxes of the Missouri, 1895	200.00					
Spokanes, 1895	2,000.00					
Sioux, Yankton tribe, 1895	35,000,00					
Bannocks, clothing, 1895	5,000.00					
Bannocks, employees, 1895	5,000.00					
Shoshones, clothing, 1895	10,000.00					
Shoshones, employees, etc., 1895	6,000.00					
Confederated bands of Utes, employees, 1895	13,520.00					
Confederated bands of Utes, beneficial objects, 1895	30,220.00					
Confederated bands of Utes, subsistence, 1895	30,000.00					
Sioux of different tribes, clothing, 1895	125,000.00					
Sioux of different tribes, beneficial objects, 1895	160,000.00					
Sioux of different tribes, subsistence and civilization, 1895	1,000,000.00					
Sioux of different tribes, employees, etc., 1895	24,600.00					
Sioux of different tribes, schools at Santee, Sioux, and Crow Creek agencies, 1895	6,000.00					
Miscellaneous support, gratuities.						
Apaches, Kiowas, Comanches, and Wichitas, 1895	110,000.00					
Cheyennes and Arapahoes, subsistence and civilization, 1895	90,000.00					
Chippewas of Lake Superior, 1895	7,125.00					
Chippewas of Red Lake and Pembina, 1895	10,000.00					
Chippewas, Turtle Mountain band, 1895	13,000.00					
Chippewas on White Earth Reservation, 1895	10,000.00					
Confederated tribes and bands in middle Oregon, 1895	6,000.00					
Digger Indians, 1895	10,000.00					
D'wamish and other allied tribes in Washington, 1895	7,000.00					
Flatheads and other confederated tribes, 1895	10,000.00					
Flatheads, Carlos band, 1895	12,000.00					
Hualapais, 1895	7,500.00					
Indians in Arizona and New Mexico, 1895	185,000.00					
Indians of Fort Hall Reservation, 1895	10,000.00					
Indians of Klamath Agency, 1895	5,000.00					
Indians of Lemhi Agency, 1895	13,000.00					

Department for the fiscal year ending June 30, 1895—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.									
Buildings at agencies and repairs.	Vaccination of Indians.	Medicines and medical supplies.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employees at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	.....	.....	5,292.50
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,898.90
.....	.....	.....	.....	.....	.....	.....	.....	.....	2,950.00
.....	.....	.....	.....	.....	.....	.....	.....	.....	5,509.62
.....	.....	.....	.....	11,289.07	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	5,760.00
.....	.....	.....	30,000.00	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	5,908.60
.....	.....	.....	.....	10,560.39	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	8,915.83
.....	.....	.....	40,455.66	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	4,715.50
.....	.....	.....	.....	199.50	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	373.08
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	397.00	13,555.04	10,925.80	.....	.....	.....	.....	6,515.48
.....	.....	.....	.....	3,761.97	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	3,538.33
.....	.....	.....	.....	6,755.50	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	4,902.21
.....	.....	.....	.....	.....	.....	.....	.....	.....	9,460.16
.....	.....	578.26	.....	28,275.17	.....	.....	.....	.....	.....
.....	.....	.....	29,912.08	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	125,000.00	.....	.....	.....	.....	.....
.....	.....	2,778.68	47,696.17	98,166.67	.....	.....	.....	.....	.....
.....	.....	95.50	649,561.14	118,553.84	39,806.24	.....	.....	.....	44,189.15
.....	.....	.....	.....	.....	.....	.....	.....	.....	19,152.90
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	577.82	81,135.33	20,314.82	.....	.....	.....	.....	4,983.36
.....	.....	234.12	74,226.47	9,418.76	.....	.....	.....	.....	3,934.36
.....	.....	301.89	1,117.09	1,551.40	.....	.....	.....	.....	3,883.20
.....	.....	194.43	681.05	2,091.87	.....	.....	.....	.....	3,340.00
.....	.....	95.15	4,075.00	6,258 44	.....	.....	.....	.....	630.50
.....	.....	229.43	1,751.32	2,402.91	.....	.....	.....	.....	4,613.48
.....	.....	136.20	341.54	1,535.14	.....	.....	.....	.....	2,781.18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	130.03	503.97	1,147.13	.....	.....	.....	.....	2,890.00
.....	.....	136.57	1,220.31	3,777.99	.....	.....	.....	.....	2,723.57
.....	.....	94.63	1,332.74	3,589.26	.....	.....	.....	.....	3,529.81
.....	.....	.....	2,937.86	.....	.....	.....	.....	.....	.....
.....	.....	651.30	82,122.12	46,395.22	.....	.....	.....	.....	17,437.16
.....	.....	190.11	6,001.56	2,808.33	.....	.....	.....	.....	1,000.00
.....	.....	199.05	220.45	959.40	.....	.....	.....	.....	2,896.26
.....	.....	134.34	4,465.46	2,014.10	.....	.....	.....	.....	2,060.82

Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of matrons.	Pay of interpreters.	Pay of judges Indian courts.
Miscellaneous support, gratuities—Cont'd.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Kansas Indians, 1895	2,500.00					
Kickapoos, 1895	5,000.00					
Makahs, 1895	4,000.00					
Mission Indians, 1895	10,000.00					
Modocs in the Indian Territory, 1895	4,000.00					
Moquis, 1895	6,000.00					
Navajoes, 1895	7,500.00					
Nez Perces in Idaho, 1895	6,500.00					
Nez Perces of Joseph's band, 1895	10,000.00					
Northern Cheyennes and Arapahoes, Tongue River, 1895	25,000.00					
Poncas, 1895	15,000.00					
Quinaielts and Quillehutes, 1895	3,000.00					
Seminoles in Florida, 1895	6,000.00					
Shoshones in Nevada, 1895	10,000.00					
Shoshones in Wyoming, 1895	15,000.00					
Sioux of Devils Lake, 1895	6,000.00					
Sklallams, 1895	1,500.00					
Tonkawas, 1895	4,000.00					
Walla Walla, Cayuse, and Umatilla tribes, 1895	6,500.00					
Yakamas and other Indians, 1895	10,000.00					
Indian schools.						
Incidentals in—						
Arizona, employees, 1895	6,000.00					
Arizona, including support and civilization, 1895	12,000.00					
California, employees, 1895	9,000.00					
California, including support and civilization, 1895	14,000.00					
Colorado, 1895	1,500.00					
Idaho, 1895	800.00					
Montana, 1895	3,000.00					
Nevada, employees, 1895	5,000.00					
Nevada, including support and civilization, 1895	14,000.00					
New Mexico, employees, 1895	1,200.00					
New Mexico, including support and civilization, 1895	3,500.00					
North Dakota, 1895	1,500.00					
Oregon, employees, 1895	5,000.00					
Oregon, including support and civilization, 1895	10,000.00					
South Dakota, 1895	2,500.00					
Utah, employees, 1895	5,000.00					
Utah, including support and civilization, 1895	3,000.00					
Washington, including employees, and support and civilization, 1895	16,000.00					
Wyoming, 1895	1,000.00					
Indian schools.						
Support, 1895	1,000,000.00					
Stock cattle, 1895	20,000.00					
In Minnesota for Chippewas, 1895	15,000.00					
In States, 1895	9,246.57					
Buildings, 1895	40,000.00					
Transportation	35,000.00					
Albuquerque, N. Mex., 1895	43,250.00					
Banning, Cal., 1895	12,500.00					
Blackfeet Agency, Mont., 1895	12,500.00					
Carlisle, Pa., 1895	105,000.00					
Carson City, Nev., 1895	25,375.00					
Cherokee, N. C., 1895	14,560.00					
Cherokee, N. C., buildings	3,000.00					
Chilocco, Ind. T., 1895	61,950.00					
Clontarf, Minn., 1895	15,000.00					

Department for the fiscal year ending June 30, 1895—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.									
Buildings at agencies and repairs.	Vaccination of Indians.	Medicines and medical supplies.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employees at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	.....	.....	2,226.12
.....	.....	48.28	.....	833.47	.....	.....	.....	.....	1,502.81
.....	.....	56.02	.....	1,087.96	.....	.....	.....	.....	861.90
.....	.....	431.44	773.94	6,223.31	.....	.....	.....	.....	2,232.73
.....	.....	68.21	254.18	971.15	.....	.....	.....	.....	1,349.17
.....	.....	20.87	162.16	2,475.09	.....	.....	.....	.....	.....
.....	.....	172.34	1,155.58	2,956.84	.....	.....	.....	.....	2,349.81
.....	.....	106.49	.....	4,273.34	.....	.....	.....	.....	1,494.36
.....	.....	103.74	2,005.39	4,317.62	.....	.....	.....	.....	.....
.....	.....	.....	24,928.49	.....	.....	.....	.....	.....	.....
.....	.....	302.20	3,876.95	4,585.09	.....	.....	.....	.....	4,719.97
.....	.....	58.71	.....	.....	.....	.....	.....	.....	1,492.77
.....	.....	.....	.....	1,623.45	.....	.....	.....	.....	2,572.65
.....	.....	134.82	2,199.61	2,823.24	.....	.....	.....	.....	3,453.69
.....	.....	.....	12,847.69	380.31	.....	.....	.....	.....	.....
.....	.....	197.39	1,090.88	2,831.16	.....	.....	.....	.....	1,387.06
.....	.....	.....	.....	250.00	.....	.....	.....	.....	750.00
.....	.....	88.90	12.21	104.50	.....	.....	.....	.....	1,110.00
.....	.....	291.77	1,376.67	909.67	.....	.....	.....	.....	3,820.00
.....	.....	170.69	786.37	.....	.....	.....	.....	.....	5,245.47
.....	.....	.....	.....	.....	.....	.....	.....	.....	5,777.20
.....	.....	358.72	3,039.39	3,811.22	.....	.....	.....	.....	1,268.05
.....	.....	.....	.....	.....	.....	.....	.....	.....	6,650.94
.....	.....	377.44	2,444.02	5,882.62	.....	.....	.....	.....	.....
.....	.....	.....	.....	66.79	.....	.....	.....	.....	.....
.....	.....	.....	.....	673.40	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	4,908.45
.....	.....	144.71	3,390.72	6,954.98	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	900.00
.....	.....	21.20	293.92	763.86	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	4,627.20
.....	.....	301.54	1,608.35	2,666.39	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	3,509.24
.....	.....	.....	.....	735.00	.....	.....	.....	.....	.....
.....	.....	60.17	239.82	5,935.82	.....	.....	.....	.....	4,716.67
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of matrons.	Pay of interpreters.	Pay of judges Indian courts.
Indian schools—Continued.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Flandreau, S. Dak., 1895	29,150.00					
Fort Mojave, Ariz., 1895	28,050.00					
Fort Totten, N. Dak., 1895	44,580.00					
Genoa, Nebr., 1895	61,950.00					
Grand Junction, Colo., 1895	28,235.00					
Hampton, Va., 1895	20,040.00					
Lawrence, Kans., 1895	87,000.00					
Lincoln Institution, Philadelphia, Pa., 1895	33,400.00					
Mount Pleasant, Mich., 1895	27,500.00					
Perris, Cal., 1895	22,450.00					
Phœnix, Ariz., 1895	30,210.00					
Pierre, S. Dak., 1895	27,550.00					
Pipestone, Minn., 1895	12,220.00					
Rensselaer, Ind., 1895	8,330.00					
St. Ignatius Mission, Mont., 1895	45,000.00					
Salem, Oreg., 1895	45,250.00					
Santa Fe, N. Mex	28,550.00					
Shoshone Reservation, Wyo., 1895	22,875.00					
Tomah, Wis., 1895	19,200.00					
Umatilla Reservation, Oreg., 1895	6,000.00					
Wabash, Ind., 1895	10,020.00					
Miscellaneous.						
Advance interest to Chippewas in Minnesota, reimbursable	90,000.00					
Relief and civilization of Chippewas in Minnesota, reimbursable	50,000.00					
Surveying and allotting for Chippewas in Minnesota, reimbursable	25,000.00					
Payment to Kickapoo citizens	3,378.30					
Education, Sioux Nation	80,000.00					
Payment to Chippewas of Fond du Lac for timber depredations	4,300.00					
Purchase of lands for Absentee Wyandottes	15,686.80					
Wagon road, Hoopa Valley Indian Reservation, 1895	3,509.00					
Bridge, Wind River Indian Reservation, Wyo	2,500.00					
Flour mill, Pima Agency, Ariz., 1895	1,500.00					
Substation, Flathead Agency, Mont., 1895	3,500.00					
Substation, Shoshone Agency, Wyo., 1895	5,000.00					
Allotments under act of Feb. 8, 1887, reimbursable	30,000.00					
Irrigation, Indian reservations, 1895	30,000.00					
Surveying and allotting Indian reservations, 1895	45,000.00					
Surveying lands in the Indian Territory, 1895	5,000.00					
Negotiating with Indians for lands, 1895	3,500.00					
Negotiating with Shoshones and Arapahoes in Wyoming for lands	1,000.00					
Payment to John Palmer, buildings, etc., Pine Ridge Agency	1,995.00					
Appraisal of improvements, Cherokee Outlet	4,996.00					
Payment to settlers on Crow, Creek, and Winnebago Reservation for damages	119,119.19					
Payment to Stockbridges and Munsees for timber	3,557.16					
Payment to Eugene E. White, late special Indian agent	69.49		69.49			
San Xavier Reservation, Ariz., 1895	1,000.00					
Trust funds—principals.						
Delaware general fund	250.00					
Cherokee national fund	496,000.00					
Cherokee orphan fund	15,000.00					
Cherokee school fund	61,000.00					
Chickasaw national fund	338,666.67					
Choctaw general fund	450,000.00					
Iowa fund	51,000.00					
Menomonee fund	19,000.00					

Department for the fiscal year ending June 30, 1895—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.

Buildings at agencies and repairs.	Vaccination of Indians.	Medicines and medical supplies.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employees at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
								78. 910. 33	
				19, 500. 00					
								3, 378. 30	
				691. 50					420. 00
				13. 60					2, 608. 43
								3, 483. 36	

Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of matrons.	Pay of interpreters.	Pay of judges Indian courts.
Trust funds—interests.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Cherokee national fund	25,640.00	.....	.....	.....	.....	.....
Cherokee school fund	1,630.00	.....	.....	.....	.....	.....
Chickasaw national fund	19,820.00	.....	.....	.....	.....	.....
Choctaw general fund	27,000.00	.....	.....	.....	.....	.....
Iowa fund	3,280.00	.....	.....	.....	.....	.....
Menomonee fund	950.00	.....	.....	.....	.....	.....
Agreements.						
Yankton Sioux fund (interest from Jan. 1, 1893)	500,000.00	.....	.....	.....	.....	.....
Payment to Yankton Sioux, per capita	100,000.00	.....	.....	.....	.....	.....
Payment to adult males, Yankton Sioux	10,000.00	.....	.....	.....	.....	.....
Payment to scouts, Yankton Sioux	11,475.00	.....	.....	.....	.....	.....
Payment to Yakima Nation	20,000.00	.....	.....	.....	.....	.....
Payment to Cœur d'Alenes	15,000.00	.....	.....	.....	.....	.....
Siletz general fund	142,600.00	.....	.....	.....	.....	.....
Nez Perces of Idaho fund	1,000,000.00	.....	.....	.....	.....	.....
Payment to Nez Perces of Idaho	668,622.00	.....	.....	.....	.....	.....
Allotments to Yuma Indians	2,000.00	.....	.....	.....	.....	.....
Survey and sale of Yuma lands, reimbursable	3,000.00	.....	.....	.....	.....	.....
Commission, Uncompahgre and Uintah Utes	16,000.00	.....	.....	.....	.....	.....

Department for the fiscal year ending June 30, 1895—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.									
Buildings at agencies and repairs.	Vaccination of Indians.	Medicines and medical supplies.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employees at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	.....	25,640.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	1,630.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	19,820.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	27,000.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	3,280.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	950.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	100,000.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	8,880.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	11,215.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	15,000.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	23,025.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	575,627.67	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Statement of disbursements made from the appropriations for the

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.					
	Pay of temporary employees at agencies.	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Aggregate	39, 564. 19	1, 961, 415. 60	84, 373. 57	13, 059. 25	8, 005. 25	5, 744. 55
Current and contingent expenses.						
Pay of Indian agents, 1895	.....	.....	.....	.....	.....	.....
Pay of interpreters, 1895	.....	.....	.....	.....	.....	.....
Pay of Indian inspectors, 1895	.....	.....	.....	.....	.....	.....
Traveling expenses of Indian inspectors, 1895	.....	.....	.....	.....	.....	.....
Pay of Indian school superintendent, 1895	.....	3, 000. 00	.....	.....	.....	.....
Traveling expenses of Indian school superintendent, 1895	.....	1, 000. 00	.....	.....	.....	.....
Buildings at agencies, and repairs, 1895	.....	.....	.....	.....	.....	.....
Contingencies, Indian Department, 1895	702. 50	.....	100. 00	2, 945. 43	7, 234. 50	1, 418. 80
Expenses of Indian commissioners, 1895	.....	.....	.....	.....	.....	.....
Pay of farmers, 1895	.....	.....	.....	.....	.....	.....
Pay of Indian police, 1895	.....	.....	.....	.....	.....	.....
Pay of judges, Indian courts, 1895	.....	.....	.....	.....	.....	.....
Pay of matrons, 1895	.....	.....	.....	.....	.....	.....
Telegraphing, and purchase of Indian supplies, 1895	.....	.....	.....	.....	.....	.....
Transportation of Indian supplies, 1895	.....	.....	.....	.....	.....	.....
Vaccination of Indians	.....	.....	.....	.....	.....	.....
Fulfilling treaties with and support of Indian tribes (treaty obligations).						
Fulfilling treaties with—						
Apaches, Kiowas, and Comanches	.....	.....	.....	.....	.....	.....
Cheyennes and Arapahoes	.....	.....	.....	.....	.....	.....
Chickasaws	.....	.....	.....	.....	.....	.....
Chippewas, Pillagers, and Lake Winnebagoshish bands	.....	.....	.....	.....	.....	.....
Choctaws	.....	.....	.....	.....	.....	.....
Cœur d'Alenes	.....	.....	.....	.....	.....	.....
Columbias and Colvilles	.....	.....	.....	.....	.....	.....
Creeks	.....	.....	.....	.....	.....	.....
Crows	.....	.....	.....	.....	.....	.....
Fort Hall Indians	.....	.....	.....	.....	.....	.....
Indians at Blackfeet Agency	.....	.....	.....	.....	.....	.....
Indians at Fort Belknap	.....	.....	.....	.....	.....	.....
Indians at Fort Berthold	1, 701. 29	2, 119. 88	5, 247. 12	.....	.....	.....
Indians at Fort Peck	.....	.....	.....	.....	.....	.....
Iowas	.....	.....	.....	.....	.....	.....
Iowas in Oklahoma	.....	.....	.....	.....	.....	.....
Kansas	.....	.....	.....	.....	.....	.....
Kickapoos	.....	.....	.....	.....	.....	.....
Osages	.....	.....	.....	.....	.....	.....
Otoes and Missourias	.....	.....	.....	.....	.....	.....
Pawnees	.....	.....	.....	.....	.....	.....
Pottawatomies	.....	.....	.....	.....	.....	.....
Pottawatomies of Indiana and Michigan	.....	.....	.....	.....	.....	.....
Sacs and Foxes of the Mississippi	.....	5, 000. 00	.....	.....	.....	.....
Sacs and Foxes of the Missouri	.....	.....	.....	.....	.....	.....
Seminoles	.....	.....	.....	.....	.....	.....
Senecas	.....	.....	.....	.....	.....	.....
Senecas of New York	.....	.....	.....	.....	.....	.....
Eastern Shawnees	.....	.....	.....	.....	.....	.....
Sioux, Yankton tribe	.....	.....	.....	.....	.....	.....
Sisseton and Wahpeton Indians	.....	.....	.....	.....	.....	.....
Six Nations of New York	.....	.....	.....	.....	.....	.....
Spokanes	.....	.....	.....	.....	.....	.....
Winnebagoes	.....	.....	1, 330. 11	.....	.....	.....
Support of, as follows:						
Apaches, Kiowas, and Comanches, clothing, 1895	.....	.....	.....	.....	.....	.....
Apaches, Kiowas, and Comanches, employees, 1895	.....	630. 00	.....	.....	.....	.....
Cheyennes and Arapahoes, clothing, 1895	.....	.....	.....	.....	.....	.....

Indian Department for the fiscal year ending June 30, 1895.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.							Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock cattle.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Agricultural improvements.	Miscellaneous.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
122,924.05	19,968.50	48,256.16	17,910.09	4,000.00	25,716.51	180,322.22	6,364,494.25	4,390,238.36
.....	.....	.....	.....	.....	.....	.....	49,215.94	37,384.06
.....	.....	.....	.....	.....	.....	.....	10,000.00	.....
.....	.....	.....	12,500.00	.....	.....	.....	12,500.00	.....
.....	.....	.....	5,410.09	.....	.....	.....	5,410.09	1,589.91
.....	.....	.....	.....	.....	.....	.....	3,000.00	.....
.....	.....	.....	.....	.....	.....	.....	1,000.00	.....
.....	.....	.....	.....	.....	.....	.....	36,503.29	7,406.71
.....	.....	.....	.....	.....	.....	2,195.58	38,436.05	1,563.95
.....	.....	.....	.....	4,000.00	.....	.....	4,000.00	.....
.....	.....	.....	.....	.....	.....	.....	65,433.26	4,566.74
122,924.05	.....	.....	.....	.....	.....	.....	122,924.05	2,075.95
.....	.....	.....	.....	.....	.....	.....	11,765.16	774.84
.....	.....	.....	.....	.....	.....	.....	5,000.00	.....
.....	.....	.....	.....	.....	.....	.....	34,746.21	253.79
.....	.....	.....	.....	.....	.....	.....	242,391.96	32,608.04
.....	.....	.....	.....	.....	.....	.....	171.40	828.60
.....	.....	.....	.....	.....	.....	.....	.....	30,000.00
.....	.....	.....	.....	.....	.....	.....	.....	20,000.00
.....	.....	.....	.....	.....	.....	.....	3,000.00	.....
.....	.....	.....	.....	.....	.....	.....	10,666.66	12,000.00
.....	.....	.....	.....	.....	.....	.....	30,032.89	.....
.....	.....	.....	.....	.....	.....	.....	155.22	7,844.78
.....	.....	.....	.....	.....	.....	.....	.....	1,000.00
.....	.....	.....	.....	.....	.....	.....	49,968.40	.....
.....	.....	.....	.....	.....	.....	.....	6,970.21	23,029.79
.....	1,267.50	.....	.....	.....	.....	25.00	5,758.24	241.76
.....	.....	.....	.....	.....	.....	.....	14,206.69	135,793.31
.....	.....	.....	.....	.....	.....	.....	24,595.26	90,404.74
.....	18,701.00	.....	.....	.....	.....	.....	61,941.42	18,058.58
.....	.....	.....	.....	.....	.....	.....	.....	165,000.00
.....	.....	.....	.....	.....	.....	.....	.....	2,875.00
.....	.....	.....	.....	.....	.....	.....	3,600.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	6,750.00
.....	.....	.....	.....	.....	.....	.....	.....	3,445.96
.....	.....	.....	.....	.....	.....	.....	.....	3,456.00
.....	.....	.....	.....	.....	.....	.....	5,000.00	.....
.....	.....	.....	.....	.....	.....	.....	30,000.00	.....
.....	.....	.....	.....	.....	.....	.....	20,647.65	.....
.....	.....	.....	.....	.....	.....	.....	.....	6,243.90
.....	.....	.....	.....	.....	.....	.....	51,000.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	7,870.00
.....	.....	.....	.....	.....	.....	.....	28,500.00	.....
.....	.....	.....	.....	.....	.....	.....	3,690.00	.....
.....	.....	.....	.....	.....	.....	.....	11,902.50	.....
.....	.....	.....	.....	.....	.....	.....	500.00	530.00
.....	.....	.....	.....	.....	.....	.....	.....	15,000.00
.....	.....	.....	.....	.....	.....	.....	18,400.00	.....
.....	.....	.....	.....	.....	.....	198.99	3,934.46	565.54
.....	.....	.....	.....	.....	.....	.....	.....	8,400.00
.....	.....	.....	.....	.....	.....	.....	35,762.47	8,400.00
.....	.....	.....	.....	.....	.....	.....	11,000.00	.....
.....	.....	.....	.....	.....	.....	.....	5,351.48	1,348.52
.....	.....	.....	.....	.....	.....	.....	9,786.15	2,213.85

Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.					
	Pay of temporary employees at agencies.	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
Fulfilling treaties with and support of Indian tribes (treaty obligations)—Cont'd.						
Support of—Continued.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Cheyennes and Arapahoes, employees, 1895	91.42		527.47			
Chippewas of the Mississippi, 1895		1,675.00	425.00			
Cœur d' Alenes, 1895						
Columbias and Colvilles, 1895			345.00			
Crows, clothing, 1895						
Crows, employees, etc., 1895						
Crows, subsistence, 1895						
Molels, 1895		2,822.18				
Nez Perces, 1895						
Northern Cheyennes and Arapahoes, clothing, 1895						
Northern Cheyennes and Arapahoes, employees, 1895			60.00			
Northern Cheyennes and Arapahoes, subsistence and civilization, 1895						
Pawnees, schools, 1895		9,650.42				
Pawnees, employees, etc., 1895		600.00	1,283.07			
Pawnees, iron and steel, etc., 1895						
Quapaws, education, 1895		1,000.00				
Quapaws, employees, etc., 1895						
Sacs and Foxes of the Missouri, 1895		200.00				
Spokanes, 1895						
Sioux, Yankton tribe, 1895	284.00	2,767.01				
Bannocks, clothing, 1895						
Bannocks, employees, 1895		390.00				
Shoshones, clothing, 1895						
Shoshones, employees, etc., 1895						
Confederated bands of Utes, employees, 1895	33.00		2,977.53			
Confederated bands of Utes, beneficial objects, 1895			114.00			
Confederated bands of Utes, subsistence, 1895						
Sioux of different tribes, clothing, 1895						
Sioux of different tribes, beneficial objects, 1895						
Sioux of different tribes, subsistence and civilization, 1895	3 735.47	76,061.70	47,491.61			
Sioux of different tribes, employees, etc., 1895		2,888.00	2,193.33			
Sioux of different tribes, schools at Santee. Sioux, and Crow Creek agencies, 1895		5,653.59				
Miscellaneous support, gratuities.						
Apaches, Kiowas, Comanches, and Wichitas, 1895		300.00	2,053.33			
Cheyennes and Arapahoes, subsistence and civilization, 1895	49.50		1,723.61			
Chippewas of Lake Superior, 1895	39.00		109.75			
Chippewas of Red Lake and Pembina, 1895		225.00	1,155.00			
Chippewas, Turtle Mountain band, 1895		200.00				
Chippewas on White Earth Reservation, 1895			1,002.83			
Confederated tribes and bands in middle Oregon, 1895			953.07			
Digger Indians, 1895						
D'wamish and other allied tribes in Washington, 1895			372.87			
Flatheads and other confederated tribes, 1895	65.00		193.47			
Flatheads, Carlos band, 1895			360.00			
Hualapais, 1895						
Indians in Arizona and New Mexico, 1895	238.00		2,911.36			

Department for the fiscal year ending June 30, 1895—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.							Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock cattle.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Agricultural improvements.	Miscellaneous.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	5,911.39	88.61
.....	.....	.....	.....	.....	.....	.....	3,998.90	1.10
.....	.....	.....	.....	.....	.....	.....	2,950.00	550.00
.....	.....	.....	.....	.....	.....	.....	5,854.62	145.38
.....	.....	.....	.....	.....	.....	.....	11,289.07	3,710.93
.....	.....	.....	.....	.....	.....	.....	5,760.00	240.00
.....	.....	.....	.....	.....	.....	.....	30,000.00	.....
.....	.....	.....	.....	.....	.....	.....	2,822.18	177.82
.....	.....	.....	.....	.....	.....	.....	5,908.60	91.40
.....	.....	.....	.....	.....	.....	.....	10,560.39	6,439.61
.....	.....	.....	.....	.....	.....	.....	8,975.83	24.17
.....	.....	.....	.....	.....	.....	.....	40,455.66	34,544.34
.....	.....	.....	.....	.....	.....	.....	9,650.42	349.58
.....	.....	.....	.....	.....	.....	.....	6,598.57	1.43
.....	.....	.....	.....	.....	.....	.....	199.50	300.50
.....	.....	.....	.....	.....	.....	.....	1,000.00	.....
.....	.....	.....	.....	.....	.....	.....	373.08	126.92
.....	.....	.....	.....	.....	.....	.....	200.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	2,000.00
.....	.....	.....	.....	.....	.....	.....	34,444.33	555.67
.....	.....	.....	.....	.....	.....	.....	3,761.97	1,238.03
.....	.....	.....	.....	.....	.....	.....	3,928.33	1,071.67
.....	.....	.....	.....	.....	.....	.....	6,755.50	3,244.50
.....	.....	.....	.....	.....	.....	.....	4,902.21	1,097.79
.....	.....	.....	.....	.....	.....	.....	12,470.69	1,049.31
.....	.....	.....	.....	.....	.....	.....	28,967.43	1,252.57
.....	.....	.....	.....	.....	.....	.....	29,912.08	87.92
.....	.....	.....	.....	.....	.....	.....	125,000.00	.....
.....	.....	.....	.....	.....	.....	.....	148,641.52	11,358.48
.....	.....	.....	.....	.....	.....	153.60	979,648.25	20,351.75
.....	.....	.....	.....	.....	.....	.....	24,234.23	365.77
.....	.....	.....	.....	.....	.....	.....	5,653.59	346.41
.....	.....	.....	.....	.....	.....	.....	109,364.66	635.34
.....	.....	.....	.....	.....	.....	.....	89,586.82	413.18
.....	.....	.....	.....	.....	.....	.....	7,002.33	122.67
.....	.....	.....	.....	.....	.....	.....	7,687.35	2,312.65
.....	.....	.....	.....	.....	.....	.....	11,259.09	1,740.91
.....	.....	.....	.....	.....	.....	.....	9,999.97	.03
.....	.....	.....	.....	.....	.....	.....	5,747.13	252.87
.....	.....	.....	.....	.....	.....	8,600.00	8,600.00	1,400.00
.....	.....	.....	.....	.....	.....	.....	5,044.00	1,956.00
.....	.....	.....	.....	.....	.....	.....	8,116.91	1,883.09
.....	.....	.....	.....	.....	.....	.....	8,906.52	3,093.48
.....	.....	.....	.....	.....	.....	.....	2,937.86	4,562.14
.....	.....	.....	.....	.....	.....	.....	149,755.16	35,244.84

Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BREN EXPENDED.					
	Pay of temporary employees at agencies.	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
Miscellaneous support, gratuities—Cont'd.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Indians of Fort Hall Reservation, 1895						
Indians of Klamath Agency, 1895			360.14			
Indians of Lemhi Agency, 1895	10.00	755.00	464.93			
Kansas Indians, 1895						
Kickapoos, 1895						
Makahs, 1895			39.13			
Mission Indians, 1895	54.00					
Modocs in the Indian Territory, 1895						
Moquis, 1895		1,545.17				
Navajoes, 1895	105.00		210.00			
Nez Perces in Idaho, 1895	60.00		175.00			
Nez Perces of Joseph's band, 1895			294.35			
Northern Cheyennes and Arapahoes, Tongue River, 1895						
Poncas, 1895	188.00		1,327.79			
Quinaielts and Quillehutes, 1895		107.23	86.75			
Seminoles in Florida, 1895					83.90	
Shoshones in Nevada, 1895	200.00		787.61			
Shoshones in Wyoming, 1895			1,757.59			
Sioux of Devils Lake, 1895			300.00			
Sklallams, 1895			75.00			
Tonkawas, 1895						
Walla Walla, Cayuse, and Umatilla tribes, 1895						
Yakamas and other Indians, 1895		1,560.42	946.48			
Indian schools.						
Incidentals in—						
Arizona, employees, 1895			220.86			
Arizona, including support and civilization, 1895				113.28		
California, employees, 1895	640.00		1,129.03			
California, including support and civilization, 1895				566.04		1,686.26
Colorado, 1895					686.85	276.81
Idaho, 1895				91.25		
Montana, 1895				1,248.94		611.06
Nevada, employees, 1895	62.50		29.00			
Nevada, including support and civilization, 1895	219.72			238.80		120.75
New Mexico, employees, 1895						
New Mexico, including support and civilization, 1895	177.39		694.56	872.13		137.14
North Dakota, 1895				948.80		104.05
Oregon, employees, 1895	142.40		230.40			
Oregon, including support and civilization, 1895	266.00		1,002.37	1,030.86		130.75
South Dakota, 1895				1,775.52		719.63
Utah, employees, 1895				1,214.00		
Utah, including support and civilization, 1895				99.60		264.00
Washington, including employees, and support and civilization, 1895			16.58	1,592.99		275.30
Wyoming, 1895				321.61		
Indian schools.						
Support, 1895		937,340.07				
Stock cattle, 1895		9,041.00				
In Minnesota for Chippewas, 1895		15,000.00				
In States, 1895		9,246.57				
Buildings, 1895		38,067.55				
Transportation		34,163.95				
Albuquerque, N. Mex., 1895		37,560.64				
Banning, Cal., 1895		12,500.00				
Blackfeet Agency, Mont., 1895		12,500.00				
Carlisle, Pa., 1895		105,000.00				
Carson City, Nev., 1895		23,761.59				

Department for the fiscal year ending June 30, 1895—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.							Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock cattle.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Agricultural improvements.	Miscellaneous.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	10,000.00	.....
.....	.....	.....	.....	.....	.....	.....	4,635.30	364.70
.....	.....	.....	.....	.....	.....	.....	9,904.65	3,095.35
.....	.....	.....	.....	.....	.....	.....	2,226.12	273.88
.....	.....	.....	.....	.....	.....	.....	2,384.56	2,615.44
.....	.....	.....	.....	.....	.....	.....	2,045.01	1,954.99
.....	.....	.....	.....	.....	.....	.....	9,715.42	284.58
.....	.....	.....	.....	.....	.....	.....	2,642.71	1,357.29
.....	.....	.....	.....	.....	.....	.....	4,203.29	1,796.71
.....	.....	.....	.....	.....	.....	.....	6,949.57	550.43
.....	.....	.....	.....	.....	.....	.....	6,109.19	390.81
.....	.....	.....	.....	.....	.....	.....	6,721.10	3,278.90
.....	.....	.....	.....	.....	.....	.....	24,928.49	71.51
.....	.....	.....	.....	.....	.....	.....	15,000.00	.....
.....	.....	.....	.....	.....	.....	.....	1,745.46	1,254.54
.....	.....	.....	.....	.....	.....	.....	4,280.00	1,720.00
.....	.....	.....	.....	.....	.....	.....	9,598.97	401.03
.....	.....	.....	.....	.....	.....	.....	14,985.59	14.41
.....	.....	.....	.....	.....	.....	.....	5,806.49	193.51
.....	.....	.....	.....	.....	.....	.....	1,075.00	425.00
.....	.....	.....	.....	.....	.....	.....	1,315.61	2,684.39
.....	.....	.....	.....	.....	.....	.....	6,398.11	101.89
.....	.....	.....	.....	.....	.....	.....	8,709.43	1,290.57
.....	.....	.....	.....	.....	.....	.....	5,998.06	1.94
.....	.....	.....	.....	.....	.....	.....	8,590.66	3,409.34
.....	.....	.....	.....	.....	.....	.....	8,419.97	580.03
.....	.....	.....	.....	.....	.....	.....	10,956.38	3,043.62
.....	.....	.....	.....	.....	.....	.....	1,030.45	469.55
.....	.....	.....	.....	.....	.....	.....	764.65	35.35
.....	.....	.....	.....	.....	.....	.....	1,860.00	1,140.00
.....	.....	.....	.....	.....	.....	.....	4,999.95	.05
.....	.....	.....	.....	.....	.....	.....	11,069.68	2,930.32
.....	.....	.....	.....	.....	.....	.....	900.00	300.00
.....	.....	.....	.....	.....	.....	.....	2,960.20	539.80
.....	.....	.....	.....	.....	.....	.....	1,052.85	447.15
.....	.....	.....	.....	.....	.....	.....	5,000.00	.....
.....	.....	.....	.....	.....	.....	.....	7,006.26	2,993.74
.....	.....	.....	.....	.....	.....	.....	2,495.15	4.85
.....	.....	.....	.....	.....	.....	.....	4,723.24	276.76
.....	.....	.....	.....	.....	.....	.....	1,098.60	1,901.40
.....	.....	.....	.....	.....	.....	.....	12,846.40	3,153.60
.....	.....	.....	.....	.....	.....	.....	321.61	678.39
.....	.....	.....	.....	.....	.....	.....	937,340.07	62,659.93
.....	.....	.....	.....	.....	.....	.....	9,041.95	10,958.05
.....	.....	.....	.....	.....	.....	.....	15,000.00	.....
.....	.....	.....	.....	.....	.....	.....	9,246.57	.....
.....	.....	.....	.....	.....	.....	.....	38,067.55	1,932.45
.....	.....	.....	.....	.....	.....	.....	34,163.95	836.05
.....	.....	.....	.....	.....	.....	.....	37,560.64	5,689.36
.....	.....	.....	.....	.....	.....	.....	12,500.00	.....
.....	.....	.....	.....	.....	.....	.....	12,500.00	.....
.....	.....	.....	.....	.....	.....	.....	105,000.00	.....
.....	.....	.....	.....	.....	.....	.....	23,761.59	1,613.41

Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.					
	Pay of temporary employees at agencies.	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
Indian schools—Continued.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Cherokee, N. C., 1895		14,177.29				
Cherokee, N. C., buildings		2,695.99				
Chilocco, Ind. T., 1895		46,515.73				
Clontarf, Minn., 1895		6,222.09				
Flandreau, S. Dak., 1895		23,328.69				
Fort Mojave, Ariz., 1895		21,917.17				
Fort Totten, N. Dak., 1895		43,940.07				
Genoa, Nebr., 1895		41,651.73				
Grand Junction, Colo., 1895		21,207.33				
Hampton, Va., 1895		19,164.15				
Lawrence, Kans., 1895		66,947.82				
Lincoln Institution, Philadelphia, Pa., 1895		33,141.48				
Mount Pleasant, Mich., 1895		24,385.00				
Perris, Cal., 1895		20,245.06				
Phœnix, Ariz., 1895		30,013.15				
Pierre, S. Dak., 1895		16,204.74				
Pipestone, Minn., 1895		11,400.47				
Rensselaer, Ind., 1895		7,445.85				
St. Ignatius Mission, Mont., 1895		44,427.45				
Salem, Oreg., 1895		32,677.89				
Santa Fe, N. Mex		25,746.96				
Shoshone Reservation, Wyo., 1895		19,929.50				
Tomah, Wis., 1895		17,668.02				
Umatilla Reservation, Oreg., 1895		6,000.00				
Wabash, Ind., 1895		10,020.00				
Miscellaneous.						
Advance interest to Chippewas in Minnesota, reimbursable						
Relief and civilization of Chippewas in Minnesota, reimbursable	30,500.00					
Surveying and allotting for Chippewas in Minnesota, reimbursable						
Payment to Kickapoo citizens						
Education, Sioux Nation						
Payment to Chippewas of Fond du Lac for timber depredations						
Purchase of lands for Absentee Wyandottes						
Wagon road, Hoopa Valley Indian Reservation, 1895						
Bridge, Wind River Indian Reservation, Wyo						
Flour mill, Pima Agency, Ariz., 1895			355.00			
Substation, Flathead Agency, Mont., 1895			371.57			
Substation, Shoshone Agency, Wyo., 1895			569.90			
Allotments under act of Feb. 8, 1887, reimbursable						
Irrigation, Indian reservations, 1895						
Surveying and allotting Indian reservations, 1895						
Surveying lands in the Indian Territory, 1895						
Negotiating with Indians for lands, 1895						
Negotiating with Shoshones and Arapahoes in Wyoming for lands						
Payment to John Palmer, buildings, etc., Pine Ridge Agency						
Appraisal of improvements Cherokee Outlet						
Payment to settlers on Crow Creek and Winnebago Reservation for damages						
Payment to Stockbridges and Munsees for timber						
Payment to Eugene E. White, late special Indian agent						
San Xavier Reservation, Ariz., 1895						

Department for the fiscal year ending June 30, 1895—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.							Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock cattle.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Agricultural improvements.	Miscellaneous.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	14,177.29	382.71
.....	.....	.....	.....	.....	.....	.....	2,695.99	304.01
.....	.....	.....	.....	.....	.....	.....	46,515.73	15,434.27
.....	.....	.....	.....	.....	.....	.....	6,222.09	8,777.91
.....	.....	.....	.....	.....	.....	.....	23,328.69	5,821.31
.....	.....	.....	.....	.....	.....	.....	21,917.17	6,132.83
.....	.....	.....	.....	.....	.....	.....	43,940.07	639.93
.....	.....	.....	.....	.....	.....	.....	41,651.73	20,298.27
.....	.....	.....	.....	.....	.....	.....	21,207.33	7,027.67
.....	.....	.....	.....	.....	.....	.....	19,164.15	875.85
.....	.....	.....	.....	.....	.....	.....	66,947.82	20,052.18
.....	.....	.....	.....	.....	.....	.....	33,141.48	258.52
.....	.....	.....	.....	.....	.....	.....	24,385.00	3,115.00
.....	.....	.....	.....	.....	.....	.....	20,245.06	2,204.94
.....	.....	.....	.....	.....	.....	.....	30,013.15	196.85
.....	.....	.....	.....	.....	.....	.....	16.204.74	11,345.26
.....	.....	.....	.....	.....	.....	.....	11,400.47	819.53
.....	.....	.....	.....	.....	.....	.....	7,445.85	884.15
.....	.....	.....	.....	.....	.....	.....	44,427.45	572.55
.....	.....	.....	.....	.....	.....	.....	32,677.89	12,572.11
.....	.....	.....	.....	.....	.....	.....	25,746.96	2,803.04
.....	.....	.....	.....	.....	.....	.....	19,929.50	2,945.50
.....	.....	.....	.....	.....	.....	.....	17,668.02	1,531.98
.....	.....	.....	.....	.....	.....	.....	6,000.00	.....
.....	.....	.....	.....	.....	.....	.....	10,020.00	.....
.....	.....	.....	.....	.....	.....	.....	78,910.33	11,089.67
.....	.....	.....	.....	.....	.....	.....	50,000.00	.....
.....	.....	25,000.00	.....	.....	.....	.....	25,000.00	.....
.....	.....	.....	.....	.....	.....	.....	3,378.30	.....
.....	.....	.....	.....	.....	.....	.....	.....	80,000.00
.....	.....	.....	.....	.....	.....	.....	.....	4,300.00
.....	.....	.....	.....	.....	.....	.....	.....	15,686.80
.....	.....	.....	.....	.....	.....	3,509.00	3,509.00	.....
.....	.....	.....	.....	.....	.....	2,500.00	2,500.00	.....
.....	.....	.....	.....	.....	.....	.....	1,466.50	33.50
.....	.....	.....	.....	.....	.....	506.40	3,500.00	.....
.....	.....	.....	.....	.....	.....	3,764.00	4,333.90	666.10
.....	.....	.....	.....	.....	.....	30,000.00	30,000.00	.....
.....	.....	.....	.....	.....	25,716.51	.....	25,716.51	4,283.49
.....	.....	23,256.16	.....	.....	.....	.....	23,256.16	21,743.84
.....	.....	.....	.....	.....	.....	.....	.....	5,000.00
.....	.....	.....	.....	.....	.....	.....	.....	3,500.00
.....	.....	.....	.....	.....	.....	.....	.....	1,000.00
.....	.....	.....	.....	.....	.....	1,995.00	1,995.00	.....
.....	.....	.....	.....	.....	.....	4,996.00	4.996.00	.....
.....	.....	.....	.....	.....	.....	109,169.97	109,169.97	9,949.22
.....	.....	.....	.....	.....	.....	.....	3,483.36	73.80
.....	.....	.....	.....	.....	.....	.....	69.49	.....
.....	.....	.....	.....	.....	.....	997.23	997.23	2.77

Statement of disbursements made from the appropriations for the Indian

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.					
	Pay of temporary employees at agencies.	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents,	Incidental expenses of agencies.
Trust funds—principals.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Delaware general fund						
Cherokee national fund						
Cherokee orphan fund						
Cherokee school fund						
Chickasaw national fund						
Choctaw general fund						
Iowa fund						
Menomonee fund						
Trust funds—interests.						
Cherokee national fund						
Cherokee school fund						
Chickasaw national fund						
Choctaw general fund						
Iowa fund						
Menomonee fund						
Agreements.						
Yankton Sioux fund (interest from Jan. 1, 1893)						
Payment to Yankton Sioux, per capita						
Payment to adult males, Yankton Sioux						
Payment to scouts, Yankton Sioux						
Payment to Yakima Nation						
Payment to Cœur d'Alenes						
Siletz general fund						
Nez Perces of Idaho fund						
Payment to Nez Perces of Idaho						
Allotments to Yuma Indians						
Survey and sale of Yuma lands, reimbursable						
Commission, Uncompahgre and Uintah Utes						

Department for the fiscal year ending June 30, 1895—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.							Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock cattle.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Agricultural improvements.	Miscellaneous.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	.....	250.00
.....	.....	.....	.....	.....	.....	.....	.....	496,000.00
.....	.....	.....	.....	.....	.....	.....	.....	15,000.00
.....	.....	.....	.....	.....	.....	.....	.....	61,000.00
.....	.....	.....	.....	.....	.....	.....	.....	338,666.67
.....	.....	.....	.....	.....	.....	.....	.....	450,000.00
.....	.....	.....	.....	.....	.....	.....	.....	51,000.00
.....	.....	.....	.....	.....	.....	.....	.....	19,000.00
.....	.....	.....	.....	.....	.....	.....	25,640.00	.....
.....	.....	.....	.....	.....	.....	.....	1,630.00	.....
.....	.....	.....	.....	.....	.....	.....	19,820.00	.....
.....	.....	.....	.....	.....	.....	.....	27,000.00	.....
.....	.....	.....	.....	.....	.....	.....	3,280.00	.....
.....	.....	.....	.....	.....	.....	.....	950.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	500,000.00
.....	.....	.....	.....	.....	.....	.....	100,000.00	.....
.....	.....	.....	.....	.....	.....	.....	8,880.00	1,120.00
.....	.....	.....	.....	.....	.....	.....	11,215.00	260.00
.....	.....	.....	.....	.....	.....	.....	.....	20,000.00
.....	.....	.....	.....	.....	.....	.....	15,000.00	.....
.....	.....	.....	.....	.....	.....	.....	23,025.00	119,575.00
.....	.....	.....	.....	.....	.....	.....	.....	1,000,000.00
.....	.....	.....	.....	.....	.....	.....	575,627.67	92,994.33
.....	.....	.....	.....	.....	.....	.....	.....	2,000.00
.....	.....	.....	.....	.....	.....	.....	.....	3,000.00
.....	.....	.....	.....	.....	.....	11,711.45	11,711.45	4,288.55

Statement of the salaries and incidental expenses paid at each agency in the Indian paid and the number of

Names of agencies.	State or Territory.	Number of Indians at each agency.	Appropriations from which salaries of employees and incidental expenses of agencies have been paid.
Blackfeet	Montana	1,837	Fulfilling treaties with Indians at Blackfeet Agency.
			Incidentals in Montana, 1895
Cheyenne River	South Dakota	2,539	Support of Sioux of different tribes, employees, 1895.
			Support of Sioux of different tribes, subsistence and civilization, 1895.
			Incidentals in South Dakota, 1895
Cheyenne and Arapahoe.	Oklahoma	3,078	Contingencies, Indian Department, 1895
			Support of Cheyennes and Arapahoes, employees, 1895.
			Support of Cheyennes and Arapahoes, subsistence and civilization, 1895.
Colorado River	Arizona	2,885	Incidentals in Arizona, 1895
			Incidentals in Arizona, including support and civilization, 1895.
Colville	Washington	3,034	Support of Columbias and Colvilles, 1895
			Support of Cœur d'Alenes, 1895
			Fulfilling treaties with Columbias and Colvilles.
			Support of Nez Perces, Joseph's band, 1895
			Fulfilling treaties with Cœur d'Alenes
			Fulfilling treaties with Spokanes
			Incidentals in Washington, including support and civilization, 1895.
Crow Creek and Lower Brule.	South Dakota	2,027	Support of Sioux of different tribes, employees, 1895.
			Incidentals in South Dakota, 1895
			Support of Sioux of different tribes, subsistence and civilization, 1895.
			Support of Sioux of different tribes, beneficial objects, 1895.
Crow	Montana	2,133	Contingencies, Indian Department, 1895
			Support of Crows, employees, 1895
			Fulfilling treaties with Crows
Devils Lake	North Dakota	3,205	Support of Sioux of Devils Lake, 1895
			Support of Chippewas, Turtle Mountain band, 1895.
			Incidentals in North Dakota, 1895
Flatheads	Montana	2,101	Incidentals in Montana, 1895
			Support of Flatheads and other confederated tribes, 1895.
			Support of Flatheads, Carlos band, 1895
			Fulfilling treaties with Spokanes
			Substation, Flathead Agency, Mont
Fort Belknap	do	1,387	Fulfilling treaties with Indians at Fort Belknap Agency.
			Incidentals in Montana, 1895
Fort Berthold	North Dakota	1,166	Fulfilling treaties with Indians at Fort Berthold Agency.
			Incidentals in North Dakota, 1895
Fort Hall	Idaho	1,440	Support of Bannocks, employees, 1895
			Incidentals in Idaho, 1895
			Support of Indians, Fort Hall Reservation, 1895.
Fort Peck	Montana	1,992	Incidentals in Montana, 1895
			Fulfilling treaties with Indians at Fort Peck Agency.
Grande Ronde	Oregon	418	Incidentals in Oregon, employees, 1895
			Incidentals in Oregon, including support and civilization, 1895.
Green Bay	Wisconsin	3,630	Contingencies, Indian Department, 1895
Hoopa Valley	California	1,165	Incidentals in California, employees, 1895
			Incidentals in California, including support and civilization, 1895.
Kiowa	Oklahoma	3,721	Fulfilling treaties with Apaches, Kiowas, and Comanches.
			Support of Apaches, Kiowas, and Comanches and Wichitas, 1895.
			Support of Apaches, Kiowas, and Comanches, employees, 1895.
			Contingencies, Indian Department, 1895
Klamath	Oregon	982	Incidentals in Oregon, including support and civilization, 1895.
			Support of Indians of Klamath Agency, 1895
La Pointe	Wisconsin	4,652	Buildings at agencies and repairs, 1895
			Contingencies Indian Department, 1895

service during the year ending June 30, 1895, showing the appropriations from which Indians at each agency.

Incidental expenses.				Total incidental expenses.	Pay of employees.		Total pay of employees.
Traveling expenses of agents.	Office rent, fuel, light and stationery.	Forage and stable expenses.	Miscellaneous.		Regular.	Temporary.	
.....	$1,920.00	$1,177.06	.....	$3,097.06	$7,894.42	$184.00	$8,078.42
$531.96	.....	.....	$145.10	677.06	.....	.....	.....
.....	.....	.....	.....	.....	3,458.33	.....	3,458.33
.....	354.00	658.23	.....	1,012.23	4,708.38	10.00	4,718.38
357 26	.....	309.95	.....	667.21	.....	.....	.....
206.10	.....	.....	497.95	704.05	.....	.....	.....
.....	.....	.....	.....	.....	5,292.50	91.42	5,383.92
.....	54.37	836.00	.....	890.37	3,934.36	49.50	3,983.86
.....	.....	.....	.....	.....	2,701.54	.....	2,701.54
282.10	124.37	419.82	7.55	833.84	1,283.04	.....	1,283.04
.....	.....	.....	.....	.....	5,509.62	.....	5,509.62
.....	71.25	.....	.....	71.25	2,950.00	.....	2,950.00
.....	.....	.....	.....	.....	48.75	539.50	588.25
.....	.....	.....	50.00	50.00	.....	.....	.....
.....	.....	.....	.....	.....	2,043.41	101.00	2,144.41
.....	.....	.....	61.32	61.32	.....	.....	.....
306.14	125.00	879.11	38.00	1,348.25	4,716.67	.....	4,716.67
.....	.....	.....	.....	.....	6,179.75	.....	6,179.75
332.05	.....	.....	26.00	358.05	.....	.....	.....
.....	874.00	125.00	.....	999.00	13,834.17	823.20	14,657.37
.....	.....	.....	61.15	61.15	.....	.....	.....
.....	.....	.....	61.15	61.15	.....	.....	.....
.....	.....	.....	.....	.....	1,200.00	.....	1,200.00
.....	.....	.....	.....	.....	5,760.00	.....	5,760.00
.....	2,861.32	1,499.40	.....	4,360.72	1,619.93	.....	1,619.93
.....	1,155.00	520.00	.....	1,675.00	3,387.06	.....	3,387.06
.....	.....	128.44	.....	128.44	630.50	.....	630.50
220.40	.....	.....	15.15	235.55	.....	.....	.....
93.00	.....	.....	.....	93.00	.....	.....	.....
.....	.....	.....	.....	.....	2,723.57	65.00	2,788.57
.....	.....	.....	.....	.....	3,529.89	.....	3,529.89
.....	.....	342.39	.....	342.39	.....	853.39	853.39
.....	.....	.....	.....	.....	2,608.43	.....	2,608.43
.....	447.00	936.34	.....	1,383.34	10,521.69	60.00	10,581.69
.....	.....	.....	46.98	46.98	.....	.....	.....
.....	1,052.65	683.50	.....	1,736.15	5,468.81	1,701.29	7,170.10
223.30	.....	.....	4.50	227.80	.....	.....	.....
.....	.....	.....	.....	.....	4,340.93	.....	4,340.93
88.35	.....	.....	.....	88.35	.....	.....	.....
.....	325.00	800.00	.....	1,125.00	636.50	.....	636.50
382.88	.....	.....	172.40	555.28	.....	.....	.....
.....	5,400.00	2,435.28	.....	7,835.28	9,353.47	616.00	9,969.47
.....	.....	.....	.....	.....	3,000.00	.....	3,000.00
.....	548.50	360.00	.....	908.50	.....	241.00	241.00
137.05	.....	459.00	19.75	615.80	.....	.....	.....
.....	.....	.....	.....	.....	2,141.00	.....	2,141.00
172.30	250.00	12.10	6.40	440.80	.....	.....	.....
.....	.....	.....	.....	.....	216.67	.....	216.67
.....	378.00	1,989.78	.....	2,367.78	3,375.86	.....	3,375.86
.....	.....	.....	.....	.....	4,411.48	.....	4,411.48
128.00	.....	.....	50.50	178.50	.....	.....	.....
272.80	.....	.....	11.75	284.55	.....	.....	.....
.....	125.00	180.00	305.00	610.00	2,896.26	.....	2,896.26
.....	180.00	.....	.....	180.00	.....	.....	.....
855.40	.....	479.88	273.47	1,608.75	.....	95.25	95.25

Statement of the salaries and incidental expenses paid at each agency in

Names of agencies	State or Territory.	Number of Indians at each agency.	Appropriations from which salaries of employees and incidental expenses of agencies have been paid.
Lemhi	Idaho	488	Incidentals in Idaho, 1895
			Support of Indians Lemhi Agency, 1895
Mescalero	New Mexico	453	Support of Indians in Arizona and New Mexico, 1895.
			Incidentals in New Mexico, including support and civilization, 1895.
Mission, Tule River (consolidated).	California	3,791	Buildings at agencies and repairs, 1895
			Support of Mission Indians, 1895
			Incidentals in California, including support and civilization, 1895.
			Contingencies, Indian Department, 1895
Navajo	New Mexico	22,529	Support of Navajoes, 1895
			Incidentals in New Mexico, including employees and support and civilization, 1895.
Neah Bay	Washington	754	Support of Makahs, 1895
			Incidentals in Washington, including employees and support and civilization, 1895.
Nevada	Nevada	1,104	Incidentals in Nevada, employees, 1895
			Incidentals in Nevada, including support and civilization, 1895.
New York	New York	5,135	Contingencies, Indian Department, 1895
			Buildings at agencies and repairs, 1895
Nez Perces	Idaho	1,737	Support of Nez Perces in Idaho, 1895
			Support of Nez Perces, 1895
			Incidentals in Idaho, 1895
Omaha and Winnebago	Nebraska	2,390	Fulfilling treaties with Winnebagoes
			Contingencies, Indian Department, 1895
Osage	Oklahoma	1,865	Fulfilling treaties with Kansas Indians
			Contingencies, Indian Department, 1895
			Support of Kansas Indians, 1895
Pima	Arizona	7,200	Incidentals in Arizona, employees, 1895
			Incidentals in Arizona, including support and civilization, 1895.
			Flour Mill, Pima agency
Pine Ridge	South Dakota	6,381	Support of Sioux of different tribes, subsistence and civilization, 1895.
			Incidentals in South Dakota, 1895
			Support of Sioux of different tribes, employees, 1895.
Ponca, Pawnee, Otoe, and Oakland.	Oklahoma	1,701	Contingencies, Indian Department, 1895
			Support of Pawnees, employees 1895
			Support of Poncas, 1895
			Support of Tonkawas, 1895
			Fulfilling treaties with Pawnees
			Fulfilling treaties with Otoes and Missourias
Pottawatomie and Great Nemaha.	Kansas	1,124	Contingencies, Indian Department, 1895
			Fulfilling treaties with Pottawatomies, employees.
Pueblo and Jicarilla	New Mexico	9,381	Buildings at agencies and repairs, 1895
			Incidentals in New Mexico, employees, 1895
			Support of Indians in Arizona and New Mexico, 1895.
			Incidentals in New Mexico, including employees and support and civilization, 1895.
Puyallup (consolidated).	Washington	1,788	Incidentals in Washington, including employees and support and civilization, 1895.
			Support of S'Klallams, 1895
			Support of Quinaielts and Quillehutes, 1895
Quapaw	Indian Territory	1,388	Support of Modocs, 1895
			Support of Quapaws, employees, 1895
			Contingencies, Indian Department, 1895
			Fulfilling treaties with Senecas, employees
			Fulfilling treaties with Eastern Shawnees, employees.
Round Valley	California	623	Incidentals in California, employees, 1895
			Incidentals in California, including support and civilization, 1895.
Rosebud	South Dakota	4,316	Support of Sioux of different tribes, employees, 1895.
			Incidentals in South Dakota, 1895
			Support of Sioux of different tribes, subsistence and civilization, 1895.
San Carlos	Arizona	4,894	Support of Indians in Arizona and Mew Mexico, 1895.
			Incidentals in Arizona, including support and civilization, 1895.

the Indian service during the year ending June 30, 1895, etc.—Continued.

Incidental expenses.				Total incidental expenses.	Pay of employees.		Total pay of employees.
Traveling expenses of agents.	Office rent, fuel, light and stationery.	Forage and stable expenses.	Miscellaneous.		Regular.	Temporary.	
$102.70	.....	.....	.....	$102.70	.....	.....	.....
.....	$125.00	$233.00	.....	358.00	$2,774.58	$10.00	$2,784.58
.....	105.25	600.00	.....	705.25	4,755.50	.....	4,755.50
.....	.....	.....	$3.00	3.00	.....	.....	.....
.....	410.00	.....	.....	410.00	.....	.....	.....
.....	.....	.....	.....	.....	2,232.73	54.00	2,286.73
394.65	372.00	93.75	1,672.13	2,532.53	.....	.....	.....
117.35	.....	.....	198.84	316.19	1,050.00	.....	1,050.00
.....	.....	1,018.59	.....	1,018.59	2,349.81	105.00	2,454.81
467.93	.....	.....	53.50	521.43	.....	.....	.....
.....	12.92	72.90	.....	85.82	861.90	.....	861.90
74.25	.....	.....	12.25	86.50	.....	.....	.....
.....	.....	.....	.....	.....	4,908.45	62.50	4,970.95
154.80	375.00	1,244.71	114.25	1,888.76	.....	219.72	219.72
.....	20.00	.....	.....	20.00	600.00	164.75	764.75
.....	40.00	.....	.....	40.00	.....	.....	.....
.....	627.75	.....	.....	627.75	1,494.36	60.00	1,554.36
.....	.....	.....	.....	.....	3,202.46	90.00	3,292.46
30.00	160.00	.....	3.00	195.00	.....	.....	.....
.....	329.97	457.39	.....	787.36	3,015.99	.....	3,015.99
187.70	.....	.....	64.00	251.70	1,675.00	60.00	1,735.00
.....	.....	.....	.....	.....	3,117.35	.....	3,117.35
39.07	.....	.....	50.00	89.07	.....	.....	.....
.....	.....	.....	.....	.....	2,226.12	.....	2,226.12
.....	.....	.....	.....	.....	3,075.66	.....	3,075.66
293.80	.....	.....	122.13	415.93	.....	.....	.....
.....	.....	.....	.....	.....	420.00	.....	420.00
.....	2,965.00	2,131.73	.....	5,096.73	5,819.87	1,091.15	6,911.02
427.45	.....	.....	204.25	631.70	.....	.....	.....
.....	.....	.....	.....	.....	2,925.00	.....	2,925.00
14.25	.....	.....	113.25	127.50	660.00	.....	660.00
.....	.....	.....	.....	.....	4,715.50	.....	4,715.50
.....	481.90	484.00	.....	965.90	3,359.67	188.00	3,547.67
.....	.....	67.50	.....	67.50	1,110.00	.....	1,110.00
.....	275.75	365.00	.....	640.75	.....	.....	.....
.....	98.50	270.00	.....	368.50	4,503.20	.....	4,503.20
218.85	131.16	111.00	137.81	597.82	1,200.00	.....	1,200.00
.....	.....	.....	.....	.....	660.00	.....	660.00
.....	337.50	.....	.....	337.50	.....	.....	.....
.....	.....	.....	.....	.....	900.00	.....	900.00
.....	80.00	192.00	.....	272.00	4,220.00	.....	4,220.00
404.20	.....	.....	80.64	484.84	.....	177.39	177.39
271.60	.....	.....	18.95	290.55	1,650.00	250.00	1,900.00
.....	.....	.....	.....	.....	750.00	.....	750.00
.....	.....	.....	.....	.....	1,492.77	.....	1,492.77
.....	.....	.....	.....	.....	1,349.17	.....	1,349.17
.....	.....	.....	.....	.....	370.00	.....	370.00
103.95	28.00	.....	42.15	174.10	1,650.00	86.00	1,736.00
.....	.....	.....	.....	.....	400.00	.....	400.00
.....	20.00	.....	.....	20.00	400.00	.....	400.00
.....	.....	.....	.....	.....	4,509.94	.....	4,509.94
.....	123.43	.....	34.40	157.83	.....	78.75	78.75
.....	.....	.....	.....	.....	2,375.00	.....	2,375.00
418.30	.....	.....	156.18	574.48	.....	.....	.....
.....	2,646.46	1,062.55	.....	3,709.01	12,613.42	214.00	12,827.42
.....	1,555.60	1,373.07	.....	2,928.67	8,281.66	198.00	8,479.66
11.34	.....	.....	19.50	30.84	.....	.....	.....

Statement of the salaries and incidental expenses paid at each agency in

Names of agencies.	State or Territory.	Number of Indians at each agency.	Appropriations from which salaries of employees and incidental expenses of agencies have been paid.
Southern Ute	Colorado	1,142	Incidentals in Colorado, 1895
			Support of confederated bands of Utes, employees, 1895.
			Support of confederated bands of Utes, beneficial objects, 1895.
Sisseton	South Dakota	1,863	Incidentals in South Dakota, 1895
Standing Rock	North Dakota	3,763	Incidentals in North Dakota, 1895
			Support of Sioux of different tribes, employees, 1895.
			Support of Sioux of different tribes, subsistence and civilization, 1895.
Sac and Fox	Iowa	398	Contingencies, Indian Department, 1895
			Buildings at agencies and repairs, 1895
Do	Oklahoma	2,205	Contingencies, Indian Department, 1895
			Support of Kickapoos, 1895
			Fulfilling treaties with Sacs and Foxes of the Mississippi, interest.
Santee	Nebraska	1,499	Support of Sioux of different tribes, subsistence and civilization, 1895.
			Support of Sioux of different tribes, employees, 1895.
			Support of Poncas, 1895
Siletz	Oregon	507	Incidentals in Oregon, employees, 1895
			Incidentals in Oregon, including support and civilization, 1895.
Shoshone	Wyoming	1,748	Support of Shoshones, employees, 1895
			Incidentals in Wyoming, 1895
			Support of Cheyennes and Arapahoes, employees, 1895.
			Support of Cheyennes and Arapahoes, subsistence and divilization, 1895.
Tongue River	Montana	1,333	Support of Northern Cheyennes and Arapahoes, employees, 1895.
			Incidentals in Montana, 1895
Tulalip	Washington	1,358	Support of Dwamish and other allied tribes, 1895.
			Incidentals in Washington, including employees, support, and civilization, 1895.
Umatilla	Oregon	1,113	Support of Walla Walla, Cayuse, and Umatilla tribes, 1895.
			Incidentals in Oregon, 1895
Union	Indian Territory	65,970	Contingencies, Indian Department, 1895
			Buildings at agencies and repairs, 1895
Uintah and Ouray	Utah	2,160	Support of confederated bands of Utes, employees, 1895.
			Incidentals in Utah, employees, 1895
			Incidentals in Utah, including support and civilization, 1895.
White Earth	Minnesota	7,280	Support of Chippewas, White Earth Reservation, 1895.
			Support of Chippewas of the Mississippi, 1895.
			Support of Chippewas of Red Lake and Pembina 1895.
			Relief and civilization of Chippewas in Minnesota—reimbursable.
			Fulfilling treaties with Chippewas, Pillagers, and Lake Winnebagoshish bands—utility.
			Contingencies, Indian Department, 1895
Western Shoshone	Nevada	618	Support of Shoshones in Nevada, 1895
			Incidentals in Nevada, including support and civilization, 1895.
Warm Springs	Oregon	945	Support of confederated tribes in Middle Oregon, 1895.
			Incidentals in Oregon, including support and civilization, 1895.
Yakama	Washington	2,000	Support of Yakamas and other Indians, 1895
			Incidentals in Washington, including employees and support and civilization, 1895.
Yankton	South Dakota	1,735	Support of Sioux, Yankton tribe, 1895
			Incidentals in South Dakota, 1895
			Fulfilling treaties with Sioux, Yankton tribe, 1895.

the Indian service during the year ending June 30, 1895, etc.—Continued.

Incidental expenses.				Total incidental expenses.	Pay of employees.		Total pay of employees.
Traveling expenses of agents.	Office rent, fuel, light and stationery.	Forage and stable expenses.	Miscellaneous.		Regular.	Temporary.	
$686.85	.....	$7.50	$276.81	$971.16	.....	.....	.....
.....	.....	.....	.....	.....	$3,240.00	$33.00	$3,273.00
.....	$137.50	721.50	.....	859.00	.....	.....	.....
155.21	.....	.....	2.25	157.46	.....	.....	.....
305.80	.....	.....	84.40	390.20	.....	.....	.....
.....	.....	.....	.....	.....	2,925.00	.....	2,925.00
.....	4,679.45	1,010.50	.....	5,689.95	4,137.61	1,477.12	5,614.73
4.36	14.00	124.50	17.91	160.77	.....	16.00	16.00
.....	75.00	.....	.....	75.00	.....	.....	.....
161.30	35.00	259.00	.....	465.30	1,125.00	.....	1,125.00
.....	.....	.....	.....	.....	1,502.81	.....	1,502.81
.....	.....	.....	.....	.....	1,575.00	.....	1,575.00
.....	387.50	437.33	.....	844.33	3,075.70	120.00	3,195.70
.....	.....	.....	.....	.....	3,297.80	.....	3,297.80
.....	45.00	.....	.....	45.00	1,350.40	.....	1,350.40
.....	.....	.....	.....	.....	1,627.20	142.40	1,769.60
.....	52.00	29.00	6.00	87.00	.....	25.00	25.00
.....	.....	.....	.....	.....	5,102.21	.....	5,102.21
.....	.....	.....	62.50	62.50	.....	.....	.....
.....	.....	.....	.....	.....	3,167.40	.....	3,167.40
.....	344.10	788.33	.....	1,132.43	.....	.....	.....
.....	.....	.....	.....	.....	3,700.00	.....	3,700.00
41.10	473.20	2,148.20	5.50	5,668.00	.....	.....	.....
.....	70.00	207.00	.....	277.00	2,890.00	.....	2,890.00
170.65	.....	.....	.....	170.65	.....	.....	.....
.....	232.50	25.00	.....	257.50	3,820.00	.....	3,820.00
.....	.....	.....	10.50	10.50	.....	.....	.....
59.15	.....	.....	39.70	98.85	.....	.....	.....
.....	200.00	.....	.....	200.00	.....	.....	.....
.....	.....	.....	.....	.....	6,340.16	.....	6,340.16
.....	.....	.....	.....	.....	3,509.24	.....	3,509.24
99.60	.....	299.14	160.50	559.24	.....	.....	.....
.....	.....	.....	.....	.....	4,613.48	.....	4,613.48
.....	.....	.....	.....	.....	1,898.90	.....	1,898.90
.....	.....	.....	.....	.....	3,340.00	.....	3,340.00
.....	2,204.99	.....	.....	2,204.99	.....	.....	.....
.....	.....	.....	.....	.....	600.00	.....	600.00
512.45	.....	.....	10.00	522.45	.....	133.00	133.00
.....	458.00	420.00	.....	878.00	3,453.69	200.00	3,653.69
50.50	192.00	.....	6.50	249.00	.....	.....	.....
.....	119.60	399.11	.....	518.71	2,781.18	.....	2,781.18
20.00	.....	.....	2.50	22.50	.....	.....	.....
.....	21.00	48.00	.....	69.00	5,721.48	.....	5,721.48
230.30	85.75	.....	18.00	334.05	.....	.....	.....
.....	120.00	135.00	.....	255.00	.....	.....	.....
85.00	.....	.....	21.00	106.25	6,515.48	284.00	6,799.48
.....	.....	.....	.....	.....	442.69	.....	442.69

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 90.

CRIMINAL JURISDICTION OVER PLACES CEDED TO THE UNITED STATES FOR CERTAIN PURPOSES.

LETTER

FROM

THE ASSISTANT SECRETARY OF WAR,

TRANSMITTING

A letter from the Judge-Advocate-General of the United States Army submitting the draft of a bill to establish criminal jurisdiction over places ceded to the United States for certain purposes.

DECEMBER 20, 1895.—Referred to the Committee on the Judiciary and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 19, 1895.

SIR: I have the honor to inclose herewith a letter from the Judge-Advocate-General, United States Army, dated December 14, 1895, submitting the draft of a bill to establish criminal jurisdiction over places ceded to the United States for certain purposes, and to recommend that the same receive favorable action.

Very respectfully,

JOSEPH B. DOE,
Assistant Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

WAR DEPARTMENT,
OFFICE OF THE JUDGE-ADVOCATE-GENERAL,
Washington, December 14, 1895.

SIR: In my annual report for this year I had the honor to recommend legislation establishing a criminal jurisdiction in certain places over which the United States has exclusive jurisdiction. The following is an extract from my report:

> The fourth subject, as already stated, relates to the punishment of crimes committed in places over which the United States has exclusive jurisdiction. The military authorities are directly interested in this matter, because many of these places are under military control.
>
> Section 5391 of the Revised Statutes prescribes that—
>
> "If any offense be committed in any place which has been or may hereafter be ceded to and under the jurisdiction of the United States, which offense is not prohibited, or the punishment thereof is not specially provided for by any law of the

United States, such offense shall be liable to and receive the same punishment as the laws of the State in which such place is situated, now in force, provide for the like offense when committed within the jurisdiction of such State; and no subsequent repeal of any such State law shall affect any prosecution for such offense in any court of the United States."

In the case of The United States *v.* Barnaby (51 F. R., 20) Judge Knowles, discussing the section, says:

"This statute has been construed by the Supreme Court, in the case of United States *v.* Paul (6 Pet., 141), and held to apply to State statutes punishing crimes which existed at the time of the passage of this statute. This decision has at no time been reversed or doubted by that court, and was a contemporaneous judicial construction of the same, and should be adhered to. Considering the language of the statute (and I do not see how any other conclusion could be reached), Congress might be willing to adopt the laws of a State which existed at the time of the passage of a statute by it, but would hardly be willing beforehand to adopt all the criminal statutes a State might in future enact. A statute to this effect might be classed as delegating legislative authority, which is not proper. This statute was passed in 1825. But the construction contended for, namely, that it applied to any laws which might exist in any State, at any time when a place might be ceded by it to the United States, brings us to no different conclusion."

And in the case of The United States *v.* Curran, in the United States district court for the district of Colorado, in 1892, Judge Hallett held as follows:

"The United States against William E. Curran and others is a prosecution for inciting a riot and committing an assault upon certain Chinamen on the reservation at Fort Logan.

"This is alleged to be in violation of the law of the State, which is put in force by section 5391 of the Revised Statutes of the United States. This section was enacted first in 1825 and again in 1866, and it refers to the laws of States then existing. The act was so construed in Paul's case, 6 Peters, 141 (U. S. Supreme Court).

"As Colorado was not then a State in the Union, none of its laws were adopted or put in force by this act. This section will never be operative in Colorado to put in force the laws of the State in respect to crimes committed on Government reservation unless reenacted.

"The motion to quash will be sustained."

Under this construction the only criminal law in force on a place under the exclusive jurisdiction of the United States is such criminal law of the United States as may be applicable, and, if it is a place jurisdiction over which has been ceded by a State existing in 1866, the laws of the State in force at that time. In the two cases cited the criminal laws of the State could not be enforced over the ceded territory because the State was not in existence at the time of the enactment of 1866, from which section 5391 of the Revised Statutes was taken. And in States which were in existence at that time the criminal laws adopted since can not, under the legislation as interpreted by the courts, be extended over such territory.

So defective is the law that in the above-mentioned cases riot, aggravated assault, false imprisonment, and assault with intent to commit murder, committed on territory within the exclusive jurisdiction of the United States, were held to be unprovided for and unpunishable. That the law needs to be amended is evident, and to that end I submit the draft of a bill to "establish a criminal jurisdiction over places ceded to the United States for certain purposes." It is appended to this report, and the recommendation is made that it be brought to the attention of Congress. It is in substantially the same language as a bill favorably reported by the Committee on the Judiciary of the House of Representatives at the first session of the Fifty-third Congress. It proposes to adopt for these places only the existing criminal laws of the States in which they are situated, and this will necessitate the reenactment of the law from time to time; but it is all that can be done, because, as was pointed out when this subject was before the Fifty-third Congress, a law adopting in advance all the criminal laws of a State in force at the time of the commission of the criminal act would be, as to any such criminal legislation of a later date than the Federal enactment, a delegation of legislative power to the State, and therefore inoperative.

The draft of a bill intended to remedy the above-mentioned defect accompanies this letter, and I respectfully recommend that the matter be submitted to Congress.

Very respectfully,

G. NORMAN LIEBER,
Judge-Advocate-General.

The SECRETARY OF WAR.

A BILL to establish a criminal jurisdiction over places ceded to the United States for certain purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That when any offense is committed in any place jurisdiction over which has been retained by the United States, or ceded to it by a State, or which has been purchased with the consent of a State for the erection of a fort, magazine, arsenal, dockyard, or other needful building, the punishment for which offense is not provided for by any law of the United States, the person committing such offense shall, upon conviction in a circuit or district court of the United States for the district in which the offense was committed, be liable to, and receive, the same punishment as the laws of the State in which such place is situated now provide for the like offense when committed within the jurisdiction of such State, and the said courts are hereby vested with jurisdiction for such purpose; and no subsequent repeal of any such State law shall affect any such prosecution.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 92.

LOSSES INCURRED IN CONSTRUCTION OF ARMORED BATTLE SHIP TEXAS.

LETTER

FROM

THE ACTING SECRETARY OF THE NAVY,

TRANSMITTING

A report on the auditing and adjusting of the claim of the Richmond Locomotive and Machine Works for damages and losses incurred in the construction of the armored battle ship Texas, accompanied by certain reports, briefs, etc., relating to the case.

DECEMBER 23, 1895.—Referred to the Committee on Naval Affairs and ordered to be printed.

NAVY DEPARMENT,

Washington, December 20, 1895.

SIR: Pursuant to the authorization contained in the act making appropriations for the Naval service for the fiscal year ending June 30, 1896, approved March 2, 1895, that the Secretary of the Navy audit and adjust the claim of the Richmond Locomotive and Machine Works against the Government for damages and losses sustained by said company, by reason of delays on the part of the Government, in the execution of their contract for the construction of the machinery of the armored battle ship *Texas*, and report to Congress at its next session what amount may be due said company, I have the honor to report as follows:

The contract for the machinery of the *Texas* was dated May 30, 1889, and provided (seventh clause) that the delivery of the machinery should be completed, and its erection, fitting, and connection in place on the vessel should be commenced within two years and six months from the date of the contract, or by November 30, 1891, and that its erection, fitting, and connection in place should be completed within three years and six months from the date of the contract, or by November 30, 1892, at which time it was contemplated that the machinery should be subjected to a trial at sea to test its construction and the working of all its parts, and to ascertain whether it would develop the horsepower required. On the 14th of Janury, 1891, the boiler shop of the contractors was destroyed by fire and they were on that account granted an extension of time under the contract, of eight months, carrying the time for the completion of the whole work to July 30, 1893.

After the erection of the machinery on board the vessel was commenced, the contractors were seriously delayed and hindered in their work by the nondeliverey of the armor and other hull material, and by

the consequent failure of the Department to have the hull far enough advanced to enable them to carry on their work systematically and with proper economy, or to make the required horsepower trial of the machinery when the same was eventually completed. From a consideration of all the circumstances of delay and hindrance to which the contractors were subjected in carrying out this work, and in view of the progress made by them under the disadvantages and obstacles they encountered, I am convinced that, had they not been unreasonably hindered by the circumstances above referred to, they would have completed the construction, erection, fitting, and connection in place of the machinery, and would have had it ready for the horsepower trial, as required by their contract and the specifications thereto attached, within the time limited by the contract as extended on account of the fire at their works, or by July 30, 1893.

Owing to the hardships the contractors were enduring by reason of the delay in the completion of the hull of the *Texas*, the Department allowed them, in May, 1894, to make a dock trial of the machinery for the purpose of ascertaining whether the work then completed had been performed in accordance with the contract and specifications, and in order that the machinery might be accepted in case it should fulfill, as far as ascertainable, the contract requirements, and the balance of the contract price be paid to relieve the contractors of financial embarrassment. The dock trial demonstrated satisfactorily that the machinery was, so far as completed, strong and well built and in strict conformity with the contract, drawings, plans, and specifications; that it worked satisfactorily, and that it would, upon trial in free route, probably develop the horsepower required, and the Department by special agreement entered into with the contractors, under date of December 26, 1894, accepted the machinery and paid to them the unpaid balance of the contract price, less the sum of $6,973 reserved to pay for the completion of the unfinished work, the contractors furnishing a satisfactory bond for the refunding of such part of said sum as might be demanded of them on account of deficiency in horsepower, or to cover the cost of making good any defects or breaking down of the machinery either during the trial or within six months thereafter.

In stating their claim in a brief submitted to the Department, the contractors have sought to show that they are entitled to compensation for their losses and extra expenses from the 31st of December, 1892, on the ground that they could have completed the work by that time if they had not been delayed by the Department; but it seems clear to me that they are not entitled to reimbursement of any losses or extra expenses incurred prior to the expiration of the contract time as extended. This view of the matter appears to be strengthened by the fact that when the Department was considering the question as to what extension should be granted the contractors on account of the fire at their works, they urged with great insistence that they should be granted an extension of twelve months to complete the work instead of only eight months recommended by the board appointed to investigate the matter.

The items of the claim of the contractors are:

Direct damage	$79,312.50
Interest	12,959.65
Dock trial	12,778.66
Insurance	2,732.23
Damage to schooner	600.00
Security	600.00
Total	108,983.04

This total amount of $108,983.04 is arrived at by contrasting all the expenses incurred by them on account of the construction of the machinery of the *Texas* with the amount paid them under the contract, including allowances made for extra and additional work. The contractors have taken December 31, 1892, as the date from which expenses should be charged to the Government, and by ascertaining upon that basis those expenses that are accurately determinable they get an amount which, subtracted from the whole amount, leaves the sum of $79,312.50, claimed as direct damage. I consider that the contractors are fairly entitled to extra compensation on account of the matters set forth in their brief of claim, but for the reasons stated above it would seem to be reasonable and proper that July 30, 1893, the date of the expiration of the contract time as extended, should be taken as the date from which to reckon those items of expense that depend upon the element of time for their determination, and proceeding upon this plan the Department reduces the several item of the claim, exclusive of the charges for "dock trial," "damage to schooner," and "security," as follows:

DIRECT DAMAGE.

The time within which the expenses incurred are charged under this head is comprised between December 31, 1892, and December 20, 1894, the date of the modification of the contract by which the Department accepted the machinery, a period of twenty-four months, less eleven days. Considering this period as an even two years, which is sufficiently accurate in such a case as this, and deducting the seven months from December 31, 1892, to July 30, 1893, improperly included, there remain seventeen months during which the charge under this head should properly be made. For this latter period the proper proportion of the amount claimed is $56,179.73.

INTEREST.

The contractors computed interest on the tenth payment, less the reserve of 10 per cent, and the reservations on ten payments, amounting to $120,555, from December 31, 1892, to August 1, 1894, one-half having been paid August 4, under special agreement, covering a period of nineteen months. Deducting the seven months from December 31, 1892, to July 30, 1893, there remain twelve months during which interest on this amount should be charged, interest on $120,555 for twelve months at 6 per cent, $7,233.30.

The interest on the remaining half of said amount for the five months from August 1, 1894, to January 1, 1895, the approximate date of settlement under the special agreement for accepting the machinery ($60,277.50 × 6 per cent × 5 months), is $1,506.94.

INSURANCE.

The contractors charged insurance premium at one-half per cent on nine payments, less reserve, $543,945, for one year from January 1, 1893, to January 1, 1894 (on which latter date they were relieved of all but $3,500 insurance), amounting to $2,719.73, whereas they should have charged only for the five months from the end of July, 1893, to the end of December of that year, or $1,133.22. The premium on the $3,500 they were required to carry for the year 1894 at one-half per cent is $17.50.

The amounts claimed by the contractors on account of the dock trial, the damage to the schooner *Henry Slicer*, and the security for the performance of their contract, are, in the opinion of the Department, reasonable and just, and the same are therefore allowed without deduction, as follows:

DOCK TRIAL.

Inasmuch as the necessity for a dock trial, in order that payment of a part of the balance of the contract price might be made to the contractors to save the firm from failure, arose from the delay in the completion of the hull of the *Texas*, they should, of course, be allowed all the expenses incurred in connection with such trial, amounting to $12,778.66.

DAMAGE TO SCHOONER.

While the four hours' dock trial of the *Texas* was in progress a schooner, the *Henry Slicer*, that was attempting to sail past the vessel, was drawn by the current created by the motion of the propellers within their reach and sunk. Very shortly after this occurrence a board appointed by the commandant of the navy-yard at Norfolk, in accordance with instructions from the Department, investigated and reported upon the circumstances of the sinking of the schooner. From its report it appears that the schooner was not notified of the danger she was in until she had gotten within the current caused by the propellers of the *Texas*, and not until it was too late for her master to manage her and control her movement. The question that arises under these circumstances is whether the contractors or the Government should be considered responsible for the failure to warn the schooner of her danger in time to prevent the disaster. In view of all the circumstances under which the dock trial was made, it was clearly incumbent upon the officers of the Government in charge of the vessel rather than upon the contractors, who were to be supposed to be in the engine rooms of the vessel conducting the trial of the machinery, to warn vessels navigating the river of the danger to be incurred in attempting to pass the *Texas* during the trial, and I am, therefore, convinced that the amount of the damage to the schooner would have been found by the courts properly chargeable to the Government. The amount of the claim of the owners of the schooner was $1,400, but they agreed to accept, in consideration of cash payment, the sum of $600 as settlement in full. This last-mentioned sum was paid to the owners by the Richmond Locomotive and Machine Works under threat of suit, and in order to avoid the expenses of defending such suit, knowing that such a course would not affect their equities in the matter. This amount should be reimbursed to them, $600.

SECURITY.

The contractors for the sake of convenience and with reasonable accuracy have considered the time covered by their contract as six years. For this period they paid the guarantors on their bond $1,800, and of this amount they assume two-thirds and charge against the Government, with perfect propriety, as I am convinced, one-third, $600.

SUMMARY OF CLAIM AS ALLOWED.

Direct damage	$56,179.73
Interest	8,740.24
Insurance	1,150.72
Dock trial	12,778.66
Damage to schooner	600.00
Security	600.00
Total	80,049.35

This amount includes all that the contractors are, in the opinion of the Department, justly and equitably entitled to, and they having made oath to the correctness of their accounts it is recommended that an appropriation be made for the payment of this sum, to be accepted by the contractors in full settlement of their claim.

Inclosed herewith for your further information in this connection are copies of the contract for the construction of the machinery of the *Texas*; a report dated February 25, 1895, by the Chiefs of the Bureaus of Construction and Repair and Steam Engineering upon the claim of the Richmond Locomotive and Machine Works; the contractors' brief filed in July and a supplemental brief filed in August; a letter dated August 31 from them in relation to the claim, and their sworn statement of account filed on the 31st of October. Attention is also invited to the Report No. 1982 of the House Committee on Naval Affairs, Fifty-third Congress, third session, on H. R. 8606, relative to the claim herein referred to.

Very respectfully,

W. McADOO,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Contract for the construction of the machinery for the United States armored battle ship Texas.

Contract, of two parts, made and concluded this 30th day of May, A. D. 1889, by and between the Richmond Locomotive and Machine Works, a corporation created under the laws of the State of Virginia, and doing business at Richmond, in said State, represented by the president of said company, party of the first part, and the United States, represented by the Secretary of the Navy, party of the second part.

Whereas the act entitled "An act to increase the naval establishment," approved August 3, 1886, authorized the construction of two seagoing double-bottomed armored vessels of about six thousand tons displacement, designed for a speed of at least sixteen knots an hour, with engines having all necessary appliances for working under forced draft; and

Whereas, after due advertisement, the proposal of the said party of the first part for the construction of the machinery of one of such vessels, to wit, a seagoing double-bottomed armored vessel of about six thousand three hundred tons displacement, which for the purposes of this contract is designated and known as "The United States armored battle ship 'Texas.'" has been duly accepted by the Secretary of the Navy; and

Whereas, the drawings and specifications required by the said act of August 3, 1886, have been duly provided, adopted, and approved, in accordance with the provisions of said act:

Now, therefore, this contract witnesseth, That, in consideration of the premises, and for and in consideration of the payments to be made as hereinafter provided for, the party of the first part, for itself and its successors and assigns, and its legal representatives, does hereby covenant and agree to and with the United States as follows, that is to say:

First. The party of the first part will, at its own risk and expense, furnish all necessary material and labor and construct and deliver the machinery, including engines, boilers and appurtenances, required for the United States armored battle ship *Texas*,

and erect and connect the same on board said vessel at the navy-yard, Portsmouth Virginia, complete, in all respects, in accordance with the provisions of the act of Congress relating thereto, and in conformity with the aforesaid drawings and specifications; such machinery, including engines and boilers, to be of domestic manufacture, complete in all its parts, appurtenances and spare parts, and in all respects as described in the annexed plans and specifications, and in the aforesaid act of Congress; it being, however, expressly understood and agreed that if any article or thing included in or covered by the plans and specifications aforesaid shall be found, during the prosecution of the work under this contract, to be not produced or manufactured in the United States, and if, after reasonable effort, it shall be found impracticable to obtain the same as an article of domestic manufacture, then and in such case provision shall be made, by or with the approval of the Secretary of the Navy, for such alteration in the plans and specifications, or for the adoption of such new or different device or plan, as may be found necessary in order to carry out and complete this contract, subject, as to increased or diminished compensation by reason of such charge, to the conditions applicable to changes as expressed in the second clause of this contract.

Second. The construction, erection, and connection of the machinery herein contracted for shall conform in all respects to and with the aforesaid drawings, plans, and specifications, which drawings, plans, and specifications are hereto annexed, and shall be deemed and taken as forming part of this contract, with the like operation and effect as if the same were incorporated herein. No omission in the drawings, plans, or specifications of any detail, object, or provision necessary to carry this contract into full and complete effect, in accordance with the object and intent of the act of Congress above mentioned, shall operate to the disadvantage of the United States, but the same shall be satisfactorily supplied, performed, and observed by the party of the first part, and all claims for extra compensation by reason of or for or on account of such extra performance are hereby, and in consideration of the premises, expressly waived ; and it is hereby further provided, and this contract is upon the express condition, that the drawings, plans, and specifications provided, adopted, and approved, as hereinbefore mentioned, shall not be changed in any respect, when the cost of such change shall, in the execution of the work, exceed five hundred dollars, except upon the written order of the Secretary or Acting Secretary of the Navy; and that, if changes are thus made, the actual cost thereof, and the damage, if any, caused thereby, shall be ascertained, estimated, and determined by a board of naval officers, to be appointed by the Secretary of the Navy, and that the party of the first part shall be bound by the determination of said board, or a majority thereof, as to the amount of increased or diminished compensation which the said party of the first part shall be entitled to receive, if any, in consequence of such change or changes.

Third. The materials and workmanship used and applied in the construction, erection, and connection of said machinery, in details and finish, shall be first-class and of the very best quality, and shall, from the beginning to the end of the work, be subject to the inspection of the Secretary of the Navy, it being hereby expressly understood, covenanted, and agreed that the said Secretary may appoint suitable inspectors, to whom the party of the first part agrees to furnish such samples, and such information as to the quality thereof and the manner of using the same, as may be required, and also any assistance they may require in determining the weight and quality of steel and other metals and materials, either used or intended for use in the construction of said machinery; and the inspectors may, with the approval of the said Secretary, peremptorily reject any unfit material or forbid the use thereof. The inspectors shall, at all times during the progress of the work, have full access thereto, and the party of the first part shall furnish them with full facilities for the inspection and superintendence of the same. The officer superintending the work during the process of erecting, fitting, and connecting said machinery in and upon said vessel at the navy-yard, Portsmouth, Virginia, may, by written notice, require the party of the first part to dismiss forthwith any employee he may deem objectionable on the work, and the party of the first part and its representatives and workmen shall, while employed in the work of erecting, fitting, and connecting said machinery on board the vessel, conform to the rules and regulations of said navy-yard.

Fourth. During the progress of such work at said navy-yard as shall necessitate the use of the yard shops and tools in erecting, fitting, and connecting said machinery in and upon the vessel, such use may be allowed the party of the first part, to such extent, under such regulations, and at such rates of compensation therefor as may be prescribed by the Secretary of the Navy: *Provided*, That such use of the shops and tools shall not interfere with the prosecution of any other work at said navy-yard. All outboard valves, stern-tube linings, stern bearings, stern-bracket bearings and propeller shafts shall be fitted in place in the vessel before the hull is launched. For the purpose of enabling the party of the first part to put on the pro-

pellers, the vessel shall, at such time as may be directed by the Secretary of the Navy, be placed in dry dock by and at the expense of the United States, and shall remain in dry dock so long as may be necessary for such purpose, but any subsequent docking for the purposes of this contract shall be at the expense of the party of the first part.

Fifth. The steel to be used in the construction, erection, and connection of said machinery shall conform to the "Specifications for inspection of steel for use in the construction of the engines and boilers of the United States armored battle ship 'Texas,'" approved by the Secretary of the Navy under date of February 25, 1889, which are annexed to and form a part of this contract.

Sixth. Such plans or drawings as it may be necessary to prepare during the progress of the work shall be prepared at the expense of the party of the first part and submitted to the Navy Department for approval before the material is ordered or the work commenced.

Seventh. The party of the first part shall complete said machinery, and set up the same, at its works, in complete working order, and shall deliver said machinery complete, and commence the erection, fitting, and connection of the same in and upon said vessel, at the navy-yard, Portsmouth, Virginia, within two years and six months from the date of this contract, and shall erect and connect the same in and upon said vessel, and perform all other work required under this contract, complete and ready for delivery to the United States on or before the expiration of three years and six months from the date of this contract. In case the completion, erection, and connection of said machinery or other work required under this contract shall be delayed beyond the said period of three years and six months, penalties shall be imposed upon the party of the first part for each and every day (excepting Sundays) in excess of said period, and until said machinery is completed, erected, and connected on board the vessel and ready for delivery, as follows, viz: During the three months next succeeding the expiration of said period, twenty-five dollars per day; during the forty-sixth, forty-seventh, and forty-eighth months from the date of this contract, fifty dollars per day; and for each and every day (excepting Sundays) during which such completion shall be delayed beyond the period of four years from the date of this contract, one hundred dollars per day—all penalties thus incurred to be deducted, from time to time, from any payment or payments falling due under this contract: *Provided, however,* That such delay shall not have been caused by the act of the party of the second part, or by fire or water, or by any strike or stand out of workmen employed in the construction, erection, or connection of said machinery, or by other circumstances beyond the control of the party of the first part; but such circumstances shall not be deemed to include delays in obtaining materials when such delays arise from causes other than those herein specified: *Provided further,* That in case of any such alleged delay the party of the first part shall give immediate notice thereof to the Secretary of the Navy.

In case any question shall arise, under this contract, concerning premiums or penalties, such question, with all the facts relating thereto, shall be submitted to the Secretary of the Navy for consideration, and his decision thereon shall be conclusive and binding upon all the parties to this contract.

All delays which the Secretary of the Navy shall find to be properly attributable to the Navy Department, or to its authorized officers or agents, or any or either of them, and to have been a delay operating upon the final completion, erection and connection of said machinery within the time herein specified therefor, shall entitle the party of the first part to a corresponding extension of the period herein prescribed for such completion: *Provided, however,* that no delay, attributed by the party of the first part to the Navy Department, its officers or agents, or the alleged cause or causes thereof, shall be considered by the Secretary of the Navy unless the party of the first part shall, at the time of the occurrence of such delay, notify him in writing of the facts and circumstances in each case, and of the extent to which the party of the first part claims that the final completion of the work herein contracted for is thereby delayed.

Eighth. The party of the first part, in consideration of the premises, hereby covenants and agrees to hold and save the United States harmless from and against all and every demand or demands of any nature or kind for or on account of the adoption of any plan, model, design, or suggestion, or for or on account of the use of any patented invention, article, or appliance which has been or may be adopted or used in or about the construction, erection, or connection of said machinery, or any part thereof, under this contract, and to protect and discharge the Government from all liability on account thereof by proper releases from patentees or otherwise, and to the satisfaction of the Secretary of the Navy.

Ninth. Said machinery and all materials and appliances provided for and used or to be used in the construction thereof shall be kept duly insured, which insurance shall be renewed and increased from time to time by and at the expense of the party of the first part, the loss, if any, to be stated in the policies as payable to the United

States; the insurance to be effected in such manner and in such companies as shall be approved by the Secretary of the Navy, and in an amount to be fixed from time to time by him, not exceeding the amount of advance payments made under this contract.

Tenth. The party of the first part hereby further covenants and agrees that the total weight of said machinery, including engines, boilers, and appurtenances; all fixtures in engine and fire rooms; smoke pipes; distilling apparatus; and water in boilers, condensers, pumps, pipes and stern tubes—but not including stores, spare parts, capstan, windlass, turret-turning gear, steering gear, winches, heating apparatus, or tools in workshop—shall not exceed eight hundred and sixteen (816) tons, this weight to be determined from the certified records of the actual weight of the parts of the machinery as they are sent on board the vessel to be connected up, except the weight of the contained water, which shall be calculated from the actual volumes in steaming condition as shown on the certified drawings of the completed machinery, the weight to be calculated for salt water, except for those parts where fresh water only is used; and that when said machinery, including engines, boilers, and appurtenances is completed, erected, and connected on board said vessel and ready for delivery, as required by the plans and specifications, it shall be subjected to trial, under conditions prescribed or approved by the Secretary of the Navy, to test the same; and that said machinery shall be accepted only on fulfillment of and subject to the conditions and agreements hereinafter set forth:

(1) That the working of the machinery in all its parts shall be to the satisfaction of the Secretary of the Navy.

(2) That the collective indicated horsepower developed by the propelling, air-pump, and circulating-pump engines, under the conditions prescribed by the Secretary of the Navy, shall be eight thousand six hundred (8,600) maintained successfully for four (4) consecutive hours: *Provided, however,* That if such maximum be exceeded and successfully maintained for such period, the party of the first part shall be entitled to receive, as additional compensation over and above the contract price of said machinery, the sum of one hundred dollars ($100) per indicated horsepower to the extent of such excess; but if the collective indicated horsepower developed and successfully maintained as aforesaid shall fall below the said maximum, the sum of one hundred dollars ($100) per indicated horsepower shall be charged against the party of the first part as a penalty, in proportion to such decrease as between the said maximum of eight thousand six hundred (8,600) and a minimum of seven thousand six hundred and fifty (7,650); such penalty to be deducted from any payments due or to become due under this contract: *Provided further,* That if the power so developed and maintained as aforesaid shall fall below the said minimum of seven thousand six hundred and fifty (7,650), the machinery shall not be accepted: *Provided, also,* And it is hereby further expressly understood, covenanted and agreed—the cost of said vessel, including machinery, and excluding armament, being limited by the act of Congress authorizing the construction of the vessel, by reason of which limitation it is not in the power of the Secretary of the Navy to incur or create, on the part of the United States, in and about the construction of said vessel, including the machinery, but excluding armament, pecuniary obligations which, in the aggregate, shall exceed such limit—that whenever the aggregate expenditures incurred and paid in the construction of said vessel, including her equipment and machinery, but excluding her armament, shall have reached the limit aforesaid, then and in such case any and all premiums which may have been earned by the party of the first part under the provisions of this contract, but which, when such limit is reached, shall remain unpaid, shall be subject to the approval and action of Congress, and that in no event shall any obligation be deemed to have been created, nor shall any claim exist, for or on account of such unpaid premiums, until such claims shall have been approved by Congress.

(3) That said machinery, including engines, boilers, and appurtenances, shall be found to be strong and well built and in strict conformity with the contract, drawings, plans, and specifications, and shall be approved by the Secretary of the Navy: *Provided, however,* That in case the said trial shall not prove to be successful and satisfactory to the Secretary of the Navy, the expenses of such trial shall be borne by the party of the first part, and that, in case the results thereof, or of any further trial duly authorized, shall be successful and satisfactory to the Secretary of the Navy, the expenses of such successful trial shall be paid by the party of the second part, it being expressly understood and agreed that the party of the second part shall not be responsible for the expenses of any unsuccessful trial of said machinery prior to its acceptance under the next succeeding clause.

Eleventh. If, at and upon the trial before mentioned, the foregoing conditions shall be fulfilled, said machinery shall be accepted, and the final payments made, including all reservations, subject, however, to a special reserve of fifteen thousand dollars ($15,000) from and out of the reservations hereinafter provided for. In case said machinery shall fail to meet the requirements and conditions aforesaid, the same may

be rejected by the Secretary of the Navy, and in case of such rejection the party of the first part shall, at its own expense and without delay, remove said machinery, and every part thereof, from the vessel, and restore said vessel to the same condition as that in which she was when delivered to the party of the first part for the purposes of this contract, and the party of the first part shall also, within sixty days from and after the receipt of notice of such rejection, refund to the United States all payments theretofore made to it under this contract. The special reserve aforesaid shall be held until the machinery has been finally tried, the vessel being first fully equipped, armed, and in all respects complete and ready for sea, under conditions prescribed or approved by the Secretary of the Navy: *Pvovided,* That such final trial shall take place within six months from and after the acceptance of the machinery as herein provided for.

If, at and upon such final trial, or if at any time within six months from the date of the acceptance of the machinery, as herein provided for, such final trial not having taken place, the machinery, or any part or parts thereof, shall be found to be defective, or if there shall be any failure, breaking down, or deterioration, other than that due to fair wear and tear, of any part or parts of the machinery, engines, boilers, or appurtenances, the same shall be corrected and repaired, to the satisfaction of the Secretary of the Navy, at the expense of the party of the first part, and the party of the first part may, if it so desires, have an engineer of its own selection present in the engine room of said vessel, at any time or times during said period, who shall have full opportunity to observe and inspect the working of the machinery in all its parts, but without any directing or controlling power over the same, and, in case such engineer shall be a civilian, his compensation shall be paid by the party of the first part.

Twelfth. It is hereby mutually understood, covenanted, and agreed that, in case of the failure or omission of the party of the first part, at any stage of the work prior to final completion, from any cause or causes other than those specified in the seventh clause of this contract, to go forward with the work and make satisfactory progress towards its completion within the prescribed period, it shall be optional with the Secretary of the Navy to declare this contract forfeited. The party of the first part shall thereupon, and on notice thereof in writing, be, and does hereby, in consideration of the premises, for itself and its successors and assigns and its legal representatives, acknowledge itself to be justly indebted to the United States, as for liquidated and ascertained damages, in a sum equal to the aggregate amount of all advance payments theretofore made to the party of the first part for or on account of the work to be done under this contract, and does further covenant and agree, as aforesaid, to refund the same on demand, or within sixty days thereafter, and that the United States shall and may hold, as collateral security for such refund, the machinery, materials, and appurtenances, or so much thereof as shall then have been constructed or furnished, or as shall be on hand for the purposes of construction. The Secretary of the Navy shall thereupon cause to be taken and filed a full and complete statement and inventory of all work done or commenced in, upon, or about said machinery, and of all materials on hand applicable thereto, and shall cause the same to be duly valued by a board consisting of not less than five persons qualified by knowledge and experience for the discharge of their duties, to be appointed by the Secretary of the Navy, which board shall proceed without unnecessary delay to examine such work and materials and ascertain and declare the fair market value thereof, including a reasonable and customary margin of profit upon so much of the work as shall have been, at the time such forfeiture is declared, satisfactorily performed; and upon such examination the party of the first part may attend and submit such evidence as the board may deem proper.

Thirteenth. Upon receipt of the report and finding of said board, and upon his approval thereof, the Secretary of the Navy may, in his discretion, proceed to complete said machinery, in accordance with the contract, plans, and specifications, using for that purpose all suitable materials on hand and included in the inventory aforesaid; and the title to said machinery, or so much thereof as shall have been completed, and to all such materials, shall forthwith vest in the United States; and the party of the first part does hereby, for itself and its successors and assigns, and its legal representatives, covenant and agree to and with the United States that, on receiving notice of the intention of the Secretary of the Navy to proceed to the completion of the work, it will surrender the same and all materials on hand, together with the use of the yard or "plant," and all machinery, tools, and appliances appertaining thereto and theretofore used or necessarily to be used in and about the completion of the work.

Fourteenth. In case the Secretary of the Navy shall proceed under the foregoing clause to complete the work, such procedure shall be without unnecessary delay, and shall be at the risk and expense of the party of the first part, who shall be chargeable with any increase in the cost of materials or labor incurred by reason of the failure of said party of the first part to perform this contract. Upon the final

settlement of the liability of the party of the first part an account shall be stated substantially as follows:

The party of the first part shall be charged—

1. With all advance payments.

2. With the extra cost, if any, of materials and labor, and all other extra expenses, if any, over and above the contract price, incurred in the completion of the work.

The party of the first part shall then be credited with the value of the work done up to the time of suspension, and of the materials on hand, as ascertained by the board and approved by the Secretary of the Navy under the provisions of the twelfth clause of this contract, and with such advance payments, if any, as may have been refunded. If a balance shall thereupon appear in favor of the party of the first part, the same shall be paid to and accepted by the party of the first part in full discharge of all claims under this contract; but if a balance shall appear in favor of the United States, the party of the first part hereby covenants and agrees as aforesaid to pay and discharge the same on demand.

Fifteenth. It is mutually understood, covenanted, and agreed, by and between the respective parties, that it shall not, under any circumstances, be obligatory upon the party of the second part to accept or pay for the machinery, or any part thereof, to be constructed under this contract, unless the same shall have been completed in strict conformity with this contract, and in accordance with the provisions of the act of Congress relating thereto, and that this qualification shall be deemed and taken as applicable and applying to each and every clause, covenant, and condition, express or implied, in this contract contained.

Sixteenth. It is mutually understood, covenanted, and agreed, by and between the respective parties, that this contract shall not, nor shall any interest therein, be transferred by the party of the first part to any other person or persons.

Seventeenth. It is hereby mutually and expressly understood, covenanted, and agreed, and this contract is upon the express condition that no member of or delegate to Congress, officer of the Navy, or any person holding any office or appointment under the Navy Department, shall be admitted to any share or part of this contract, or to any benefit to arise therefrom, but this stipulation, so far as it relates to Members of or Delegates to Congress, shall not be construed to extend to this contract, it being made with an incorporated company.

Eighteenth. The United States, in consideration of the premises, do hereby contract, promise, and engage, to and with the party of the first part, as follows:

1. The contract price to be paid for the construction, erection, and connection of the machinery, engines, boilers, appurtenances, and all other work to be performed and materials to be furnished under this contract shall be six hundred and thirty-four thousand five hundred dollars ($634,500).

2. Payments shall be made by the United States in ten eqnal instalments, as the work progresses, with a reservation of ten per cent from each instalment: *Provided, however*, That no more than eight of said instalments shall be paid before the erection and connection of the machinery on board the vessel shall have been commenced.

3. No payment shall be made except upon bills, in triplicate, certified by the inspectors in such manner as shall be directed by the Secretary of the Navy, whose final approval of all bills thus certified shall be necessary before payment thereof.

4. All warrants for payments under this contract shall be made payable to the party of the first part or its order.

5. The last payment shall not be made until this contract shall have been fully performed by or on the part of the party of the first part, and said machinery shall have been accepted by the party of the second part, as in the eleventh clause of this contract hereinbefore recited.

6. When all the conditions, covenants, and provisions of this contract shall have been performed and fulfilled by and on the part of the party of the first part, it shall be entitled, within ten days after the filing and acceptance of its claim, to receive the said special reserve, or so much thereof as it may be entitled to, on the execution of a final release to the United States, in such form as shall be approved by the Secretary of the Navy, of all claims of any kind or description under or by virtue of this contract.

Nineteenth. If any doubts or disputes arise as to the meaning of anything in the drawings, plans, or specifications, or if any discrepancy appear between the drawiugs, plans, or specifications and this contract, the matter shall be at once referred to the Secretary of the Navy for determination, and the party of the first part hereby binds itself and its successors and assigns and its legal representatives to abide by his decision in the premises.

In witness whereof the respective parties have hereunto set their hands and seals the day and year first above written.

[Seal of corporation.]

RICHMOND LOCOMOTIVE AND MACHINE WORKS,
By W. R. TRIGG, *Prest.* [L. S.]

Signed and sealed in the presence of—
GEO. F. JONES, *Secretary.*

[Seal of Navy Dept.]

B. F. TRACY, [L. S.]
As Secretary of the Navy.

WM. B. REMEY,
Judge-Advocate-General,
(As to B. F. Tracy, Secretary of the Navy.)

[Subject: House Naval Committee requests views of Department on bill (H. R. 8606) for relief of Richmond Locomotive and Machine Works.]

NAVY DEPARTMENT,
February 25, 1895.

(1) Respectfully returned to the Department.

(2) The terms of the contract required the contractors to have completed the said machinery and to commence the erection of the same on board the *Texas* on November 30, 1891. This time was extended, on account of the fire at the contractors' works, until July 30, 1892.

(3) The report of the inspector of machinery for the month of July, 1892, states that the engines had been set up at the contractors' works, except the crank shafts, and had been taken down for shipment to the navy-yard, Norfolk, Va. On account of the delay in furnishing the crank shafts, for which the contractors were not responsible, permission was granted them on December 23, 1891, to fit the crank shafts on the ship, provided that they assume all responsibility. On July 30, 1892, the contractors had complied with the terms of the contract.

(4) The hull was launched on June 28, 1892, and if the contractors' time had not been extended on account of fire they would have been delayed in commencing the erection of the machinery on board seven months by the delay in the launching of the hull.

(5) The time for the completion of the machinery expired by the terms of the contract, including the eight months extension on account of the fire, on July 30, 1893.

(6) The inspector of machinery reported, on August 1, 1893, the "main engines as a whole practically finished, boilers and details finished."

(7) The Department's attention is called to the contractors' letter of December 27, 1893, a copy of which is inclosed, marked "A," in which they claim that the main engines were practically completed on September 11, 1893, and claiming delay on the part of the Government on account of delay in plans, changes in complete work, and inopportune docking of the ship.

(8) The Department's attention is called to the second and sixth clause of the contract and the machinery specifications, page 100, which require the contractors to furnish all drawings necessary for the proper execution of the work, and to the seventh clause as regards delay.

(9) The completion of the hull of the *Texas* has been delayed from some time prior to the launching of the vessel (June 28, 1892) until the present time (February 25, 1895) and the delay is still continuing, owing to the nondelivery of armor by the armor contractors.

(10) It appears that although the original orders for the armor of the *Texas* were given prior to the orders for the armor for the *Maine, Massachusetts, Indiana, Amphitrite, Puritan, Monterey,* and *Oregon,* yet the delivery of armor for the latter ships antedated the delivery of that ordered for the *Texas.* This has resulted in delaying the completion of the *Texas,* and in preventing a trial of the machinery as required by the contract.

(11) A copy of Naval Constructor F. T. Bowles's, United States Navy, letter of February 14, 1895, regarding the delay in the completion of the hull, is inclosed, marked B, and copy of the contractors' letter of November 7, 1893, regarding request for a dock trial, is inclosed, marked C.

PHILIP HICHBORN,
Chief Constructor, U. S. N.,
Chief of Bureau of Construction and Repair.

GEORGE W. MELVILLE,
Engineer-in-Chief, U. S. N.,
Chief of Bureau of Steam Engineering.

In the matter of the claim of the Richmond Locomotive and Machine Works, of Richmond, Va., for damages growing out of the delay of the Government in the construction of the hull of the United States armored battle ship *Texas*.

The SECRETARY OF THE NAVY,
Washington, D. C.:

The Richmond Locomotive and Machine Works, of Richmond, Va., would respectfully represent that by virtue of the authority vested in you by the last Congress of the United States in the general naval appropriation bill, you are fully authorized and empowered to settle and adjust the claim of your petitioners for damages growing out of the delay of the Government of the United States in the construction of the hull of the United States armored battle ship *Texas*, for the construction and placing of the machinery of which your petitioners were contractors. Your petitioners now respectfully ask your consideration of their said claim, and that the same be immediately disposed of.

In view of the fact that the contract for the building and placing of the machinery of said ship was performed by petitioners in connection with and under the supervision of the Navy Department, you are already aware of the nature of the claim, but in view of a request recently preferred from your Department, we now restate the same, giving in detail the various causes of delay, etc. The claim now contended for is identical with that heretofore presented for your consideration. Following that presentation, as you are aware, and in view of the fact that you did not deem yourself authorized at that juncture to settle the same without some action from the Congress authorizing same, your petitioners made application to Congress in that behalf and the result was the legislation hereinbefore referred to, fully authorizing you to settle and adjust the same. Your petitioners present, as a part of this petition, for your consideration a statement of their claim, which was presented to Congress and which is attached to the report of the Naval Committee of the House of Representatives, which will be filed herewith as part of this petition.

Pending the consideration of this matter before Congress, inquiry was made by the Committee on Naval Affairs in the House of Representatives of your Department as to the advisability of enacting the proposed legislation, and after investigation and inquiry of the Bureaus of Steam Engineering and of Construction and Repair, your assent was very properly given in the premises. In this connection we now beg leave to call your attention to the report made to your Department by said two Bureaus, who are entirely familiar with all of the facts in the premises. These reports, together with other papers on file in your Department, are amply sufficient to establish the fact that your petitioners have been very greatly, unjustly, and illegally delayed in the performance of the contract upon their part by the action of the Government, which it now appears could have been well avoided.

As before stated, the contract upon the part of your petitioners was being performed in conjunction with the Navy Department, and although your petitioners from time to time made claims of delay which were damaging to them, they were not at that time fully apprised of the fact that these delays in the most essential particulars could have been avoided upon the part of the Government, and that they ought to have been avoided there can be no doubt. One of the most serious delays to which your petitioners were subjected was the delay caused by the failure to furnish the armor plate for the *Texas*. In this connection it has appeared, and will again abundantly appear, upon investigation of that matter in your Department, that the armor plates which had been ordered for the *Texas* were diverted and used upon other ships to the prejudice of the *Texas*, and thereby causing your petitioners, as contractors aforesaid, great damage.

Your petitioners doubt not but for this delay, and others, that they would have been amply able to perform their contract in accordance with the terms thereof, and that the *Texas* would long since have been ready for the sea. It appears by the report aforesaid, made from the bureaus of Construction and Steam Engineering that, although the original orders for the armor for the *Texas* were given prior to the orders for the *Maine*, *Massachusetts*, *Indiana*, *Amphitrite*, *Puritan*, *Monterey*, and *Oregon*, the delivery of armor for the latter ships antedated the delivery of the armor for the *Texas*, and, as before stated, that ordered for the *Texas* was used for other ships. This has resulted in delaying the completion of the *Texas* to this day and in preventing the trial of the machinery, as required by the contract. The terms of the contract required your petitioners to have completed the said machinery and to commence the erection of the same on board the *Texas* on November 30, 1891. This time was extended, on account of fire at petitioners' works until June 30, 1892, a period of only eight months. This was a most disastrous fire to petitioners, and although they felt that under the circumstances they were entitled to a further extension of time than that given, and made application to the Department in that behalf, yet this was denied and they were forced, at very great expense, to urge forward their work in order to have it completed within the time designated in the contract and the amendment thereto, to wit, July 30, 1892.

The report of the inspector for machinery will show that on July 30, 1892, the petitioners had complied with the terms of their contract in so far as they were able to do so and were not hindered therefrom by reason of the delays upon the part of the Government complained of. The hull was not launched until June 28, 1892, thus demonstrating that if the time had not been extended on account of the fire they would have been delayed in erecting the machinery on board seven months by the delay in the launching of the hull. The time for the completion of the machinery expired, by the terms of the contract, including the eight months extension on account of fire, on July 30, 1893, and the inspector of machinery reported on August 1, 1893, the "main engines, as a whole, practically finished; boilers and details finished." Your petitioners are informed that the completion of the hull of the *Texas* was delayed for some time prior to the launching of the vessel (June 28, 1892), owing to the non-delivery of armor by the armor contractors, and which delay has continued until quite recently, if, indeed, it does not still exist, as petitioners are informed the *Texas* is not yet ready for a sea trial.

As will appear from information on file in your Department, your petitioners were, from time to time, subjected to numerous annoyances and delays, growing out of the fault of the Government in the performance of the contract. Very many of these were unjust, and have subjected your petitioners to much annoyance, delay, and great damage. Your petitioners, having fully equipped themselves for the performance of this contract with a force and machinery fully adequate for the purpose, could have performed the same easily in the time designated in the contract and the extension on account of fire, but they were prevented in this behalf by the aforesaid delays on the part of the Government, thus causing your petitioners great damage and loss.

The following memorandum from report of our manager, with abstract of letters written to the Department, show, to some extent, our delays and annoyances and complaints made at the time. He says as follows, viz:

"From the inception of the contract we have found the design faulty, the drawings inaccurate in dimensions, and often not agreeing with the plan of the ship. In many cases we were required to not only redesign, but design throughout, as in the case of the turret machinery, involving not only delays, but unlooked-for expense.

"As far back as January 17, 1890, our superintendent, Mr. Raynal, wrote as follows: * * * 'There is hardly a drawing which does not need correction in details, and which does not have errors in figures not corresponding with each other; and, as in the case of section 1, would lead to rejection of important pieces if not discovered in due season.

"'These mistakes are very difficult to detect at times, and often do not appear until the very moment when correction is needed to go on with the work. The detail drawings are certainly not carefully worked out, and subject us to great delay in the drawing office, as we practically have to redesign the details from the general plan.'

"And the following abstract from a report of General Manager Davis: * * * 'I may state in this connection that our work on the ship was very materially prolonged for want of drawings and information, notably in the case of the hydraulic machinery for operating the turrets.'

"These drawings should have been furnished us with the other drawings when we first took the contract, and although we made written application to the Bureau of Steam Engineering for these drawings as early as January 13, 1891, we never received any information concerning them until about the middle of 1893, and this was so incomplete that we were finally obliged to make drawings and designs for all of the hydraulic machinery for operating the turrets and submit the same to the Bureau of Steam Engineering for their approval. As this work was so intimately connected with the work of the construction and ordnance departments, our progress was very much retarded for want of information from these departments. Many of our designs were changed or rendered useless on account of conflicting with the designs of the construction and ordnance departments, and we have now on hand thirty-seven elaborate drawings, representing many months' labor by our draftsmen, which have been discarded and rendered absolutely useless because we could not get the necessary information to enable us to proceed with the work intelligently.

"It was thus about five year from the beginning of our contract before we were able to make even a beginning on the hydraulic machinery and gear for operating the turrets. The same difficulties were realized when we began to put in the radiators and heating apparatus, and we were obliged to make our own drawings and submit them for approval, when we had every right to expect that all of these drawings should be furnished by the Bureau of Steam Engineering. As an illustration of some of the delays we have been subjected to, the attached copy herewith of letter from Chief Engineer A. Kirby, dated April 18, 1894, stating that he does not know when the conning tower will be finished and that he is still asking the Department for drawings to complete our plans."

NAVY-YARD, NORFOLK, VA., *April 18, 1894.*

SIR: In reply to yours of the 11th instant in relation to installing mechanical telegraphs, etc., on the *Texas*, I have received an answer from the naval constructor, saying that he don't know when the work will be ready for you to commence, for he don't know when the conning tower will be here.

Just received two blue prints No. 302, and will forward one of them to the Department with a request to send us another drawing to complete the plan.

Very respectfully,

A. KIRBY,
Chief Engineer, U. S. N., Inspector.

E. F. C. DAVIS, Esq.,
General Manager R. L. & W. Works.

MEMORANDUM CHANGES IN DESIGN, ERRORS IN DRAWINGS, DIFFERENCES BETWEEN PLAN AND DETAIL DRAWINGS, ETC., IN THE MACHINERY FOR U. S. S. TEXAS.

Commencing with August, 1889, say three months after the date of the contract, letters under the following dates:

August 31, 1889: Substituting cast-iron for steel liners; new design of valves for H. P. and I. P. cylinders; change in design of bed plates and columns.

Notice to inspectors that we have had draughtsmen at work on plans and details for a month; special machinery had been ordered and placed for the work, and we were waiting for them to send in the accepted plans.

September 25, 1889: Another request for changes submitted August 31, 1889, etc., and other changes.

November 27, 1889: Changes in arrangement and construction of condenser and bolts for eccentrics.

December 12, 1889. Changes for stop throttle and exhaust valves.

January 17, 1890: Corrected drawing No. 3 of L. P. cylinder and the following paragraph copied entire, showing not only delays but damage occasioned by errors and incongruities in drawings: "There is hardly a drawing which does not need correction in details, and which does not have errors in figures not corresponding with each other, and, as in the case of section 1, would lead to rejection of important pieces if not discovered in due season. These mistakes are very difficult to detect at times, and often do not appear until the very moment when correction is needed to go on with the work. The detail drawings are certainly not carefully worked out and subject us to great delay in the drawing office, as we practically have to redesign the details from the general plan." Here follows a list of 9 errors in 1 drawing.

January 18, 1890: Discrepancy in drawing and terms of specification.

February 7, 1890: At request of Department, a description of errors and incongruities on the drawings of the engines for the *Texas*, made by the Naval Construction and Armament Company, and furnished by Bureau of Steam Engineering for the construction of the machinery. Here follows a list of corrections recommended by us: 11 drawings, 62 corrections.

February 22, 1890: Delta metal and English alloy is specified. We have to wait until the question of substitution is settled.

March 7, 1890: Errors in drawings.

March 11, 1890: Drawing of auxiliary feed pump sea-suction valve not on drawings.

March 15, 1890: Changes from original plan.

March 21, 1890: Patterns for propeller blades made from drawing, but not in accordance with plan. Error on drawing showing interference of bolts in propeller hub.

April 3, 1890: Change in packing recommended by us.

April 21, 1890: Errors in drawings and omissions.

Between these dates several letters have passed with suggestions of improvements in design.

September 26, 1890: No drawings furnished; suggestions made.

November 21, 1890: Incongruities in drawings and plans.

December 9, 1890: Changes in air-pump engines suggested.

January 23, 1891: Request to Department for drawings or advice on subject of turret machinery, as follows:

"As the time is drawing near when the detail for the turret machinery for the U. S. S. *Texas* must be determined upon, and as the turret machinery is not shown on the drawings furnished us by the Navy Department, we write to ask you to give us the benefit of the latest and fullest information at hand upon this subject. We would also be glad to receive any advice or suggestions from you that would assist us to get the matter in working shape." (E. E. O. D.)

March 21, 1892: Request to Department for general plan of turret machinery, etc.

February 1, 1893: Notice to constructor that bulkhead interferes with ventilating engine.

March 3, 1893: Notice to constructor showing interferences in locating the machinery in the ship.

July 28, 1892 (B): Auxiliary engine seats changed. "We would thank you for your efforts to expedite the work."

August —, 1892 (R): Asking advice about feed tank. Space too small for tank named in specifications.

September 5, 1892 (B): Request for blue prints of bulkheads 45 and 53, in order to locate valves.

September 9, 1892: Request for drawings for hydraulic machinery. (R.)

September 10, 1892 (R): Request for detail drawings for hydraulic machinery for turrets promised April 22, 1892.

November 18, 1892: Stating that we can not get H. J. Green thermometers. (Melv.)

December 8, 1892: Asking for information about turret machinery. (Melv.)

February 1, 1893 (B): Inclosing blue print 71–C, showing that bulkhead No. 27 interferes with ventilating engine.

February 6, 1893 (Mo. B): Bowles declined to make any change in bulkhead to accommodate machinery built to drawings.

March 3, 1893 (B): Calling attention to interference in air ducts, with request to put ducts where originally intended.

April 5, 1893 (R): Asking for size of auxiliary steam and exhaust pipes through forward fire-room bulkhead, and of aft bulkhead, so we can complete our connections.

April 12, 1893: Proposed tie for stiffening air-pump bulkhead. (Baxter.)

April 13, 1893: Inclosing blue print No. 301 D, showing seatings for hydraulic pump.

March 3, 1893 (R): Request for drawings of arrangement of ash chutes and bulkheads around smokestack, so we can locate ash-hoisting engines, also for auxiliary steam and exhaust pipes.

May 5, 1893. (R): Inclosing 8 blue prints showing 2 designs for operating turrets by hydraulic engines.

May 9, 1893. (B): Calling attention to interference of ramming chocks and piping.

May 18, 1893. (R): Inclosing set of 8 blue prints showing 2 designs or proposed hydraulic motors for turned turrets.

May 29, 1893. (B): Alterations made in uptakes and ash chutes.

June 12, 1893. (R): Engines are in place; give instructions how to measure volume of clearance at each end of cylinders.

June 13, 1893. (R): Request for information about thermometers.

June 20, 1893. (B): Inclosed for approval sketch No. 133, showing change in corner of air duct to clear escape pipes.

June 21, 1893. (R): Inclosed blue print Nos. 305 and 306 B, and No. 307, showing design of machinery for operating turrets by hydraulic power.

June 23, 1893. (B): Inclosed blue print No. 94 J, showing proposed location of auxiliary steam and exhaust valves on bulkhead No. 53.

July 11, 1893. (R): Stating that thermometers can not be had graduated to one-tenth of a degree; please advise.

July 24, 1893. (R): Stating that the 2 manholes in turrets interfere with location of hydraulic engines; advise if they can not be closed or removed.

July 24, 1893. (B): Advising that seating of turning engines is insecure.

July 25, 1893. (R): Inclosing blue prints Nos. 305 and 305 B, showing changes.

August 16, 1893. (Bowles): Inclosing blue prints showing arrangement of ash hoists.

January 12, 1894. (K): Request for drawings showing compartments to be heated by radiators.

January 12, 1894. (K): Request for drawing of bridges to enable us to locate the mechanical telegraphs.

February 7, 1894 (K): Request for drawing of turret mount to enable us to connect hydraulic pressure pipes.

February 12, 1894 (K): Inclosing print asking for location of mechanical telegraphs.

March 3, 1894 (K): Asking where we shall lead discharge water from distillers.

March 7, 1894 (K): Inclosing blue prints No. 301-A, showing proposed arrangement of hydraulic piping from pumps to turrets; request for information as to connections for ammunition hoists, etc.; also how many speaking tubes are needed.

March 14, 1894 (K): Inclosing blue print No. 91-C, showing door for closing ash hoists; approve "and advise so we can proceed with the work."

March 19, 1894 (K): Inclosing blue prints 301-M, showing strainer for hydraulic pump suction for approval.

March 19, 1894 (K): Hope you will soon be able to give location of hydraulic pipes. Aoknowledged receipt of drawing of turret but does not give sufficient information; request for plan.

March 24, 1894 (K): Inclosing drawing for hydraulic pressure pipes and return waste pipes, from sketches by Barker, for approval.

March 30, 1894 (K): Inclosing blue print 301-B, showing arrangement of hydraulic pipes for your approval.

April 3, 1894 (K): Inclosing blue print No. 147, showing circulating discharge valve, and blue print No. 147-A, showing circulating suction valve for auxiliary condensers; if approved, sign and return.

April 7, 1894 (K): Inclose print No. 91-O showing doors for inclosing ash chutes, as our last plan could not be used on account of interfering with valve rods.

April 10, 1894 (K): Inclose blue print No. 86-F, showing auxiliary condenser circulating discharge connection to main circulating discharge; also blue print No. 87-B, showing auxiliary condenser circulating suction connection to main circulating suction. If approved, please sign and return.

April 11, 1894 (K): Have made contract for mechanical telegraphs, "but this work can not be proceeded with in the present condition of the ship; we will, therefore, ask you to notify us how soon the chart house, conning tower, and bridge will be ready for us to proceed with the mechanical telegraphs."

April 11, 1894 (K): Inclosing symbol list of radiators, as we understand it, asking its approval so we can order them.

April 14, 1894 (K): Acknowledging report of board on changes, dated 11th of May, for changes in steam and exhaust pipes in dynamo room ($1,759). "Awaiting further explanations as to more complete arrangement of drips, separators, and reducing valves."

April 14, 1894 (K): Objection to price named by board on changes for auxiliary condensers.

April 17, 1894 (K): Inclosing blue print showing arrangement of turret-operating gear for approval.

April 21, 1894 (K): Inclosing two blue prints of drawing No. 142, showing arrangement of revolution indicators; waiting for conning tower.

April 25, 1894 (K): Turning engines broke bed plate twice on account of bad foundation put in by the constructor.

April 25, 1894 (K): Not able to complete pipe connections of distiller circulating discharge on account of not knowing where to carry the water. We suggest to connect to discharge pipe of auxiliary condensers and carry them outboard.

May 1, 1894 (K): Inclosing blue print No. 131, showing method of carrying auxiliary exhaust through protective and lower decks. "There is some objection raised to this plan by the constructors, and as the work is seriously delayed, we would thank you to advise us what plan would be acceptable for carrying this exhaust pipe through this point, if the present plan is not suitable, as we are very anxious to proceed with the work."

May 2, 1894 (K): In answer to yours of the 1st instant, regret to learn of I. P. starboard cylinder scratched. Question of getting up temporary eccentrics.

Delays and damage in construction of machinery of United States armored battle ship Texas, on account of failure on the part of the Government to complete the hull.

FIRE-ROOM AIR DUCTS.

Under date of March 16, 1893, we wrote to Inspector Rearick inclosing blue print No. 47, showing boiler-room air ducts as made according to drawings from the Department, and found in applying them that they covered the escape from the coal bunkers, and we suggested a remedy in blue print No. 47 B. On April 28, 1893, we submitted a print, No. 47 C, showing changes to clear these escapes, and named an estimate for the extra work of $4,970. On May 27, 1893, the board on changes awarded us only $2,595.64, which, under the terms of the original contract, we were obliged to accept. Apart from the delay of over two months on this particular item, no compensation was considered by the Board on changes other than the labor and material estimated to be necessary, and we were compelled to remove the steam valves, dry pipes, bulkhead, steam and exhaust valves, and other appliances; furthermore, all the plates and other materials for the new ducts had to be lowered into the fire rooms through the smokestack, as the decks were closed down and the fitting had to be done in the fire rooms, involving several times more labor than would have otherwise been necessary.

DEFECTS IN BOILER FOUNDATIONS.

The foundations for the boilers provided by the Construction Department were found, after the boilers were put in place, to be insufficient and sprung the ship. Our work was therefore delayed until the necessary bracing was provided.

DELAYS IN PLACING PROTECTIVE DECKS.

The protective decks over the engine and fire rooms were not completed until we had the engines under steam. This delay was a great hardship to us, involving not only delay in completing the uptakes that had to be worked along with the protective decks, but exposed the machinery in the engine and fire rooms to the weather and to the drift falling from the work above. The clothing on the cylinders and pipes could not be applied for the same reason.

Specifying the above the work on the decks had to be done simultaneously with the work on the uptakes, the former assigned to the Construction Department and the latter to us. It furthermore required a large force on the decks, and the Construction Department failing by reason of limited appropriations to supply this, we had to work at a great disadvantage in shifting men and tools from the deck in the fire rooms.

The engines and machinery being placed while the work was progressing, they had to be protected from rubbish and grit, which if allowed to remain would have ruined the machinery. This required the closest attention during the whole period of an extended delay.

HOLES IN BULKHEADS FOR PIPES.

The following report from Mr. Davis, G. M., explains the situation:

"Referring to the subject of expensive delays to us caused by the noncompletion of the Government's work on the U. S. S. *Texas*, a very serious and constant source of delay was the fact that every hole through the bulkheads for pipes, etc. (and they might be numbered by the thousands), could only be cut by the navy-yard people under direct orders from the naval constructor. Each hole required first to be mutually agreed upon and then cut at the convenience of the constructor's men. It often happened in this way that lengthy delays occurred from the fact that the constructor would object to the plans approved by the Bureau of Steam Engineering and the ensuing controversy necessarily resulted in delaying us. Frequently these controversies resulted in an entire change of plan, notably in the case of the copper and steam and exhaust piping for the dynamo rooms, and more recently in several instances connected with fitting up the steam-heating pipes and radiators."

HYDRAULIC MACHINERY AND TURRETS.

The drawings for these were often returned on account of interference with Ordnance and Construction Departments' work, and new designs had to be made a second and often a third time, causing great delay to an already much belated matter.

UPTAKES

Were made to drawings approved by the Department, but could not fit in the ship on account of insufficient space. Considerable delay was had on account of disagreement of plans.

SEATING OF AIR PUMPS.

The air pumps were placed against bulkhead, and had to be taken up, on account of bulkhead not being strong enough, and reset after it had been reinforced.

TURNING ENGINE FOUNDATIONS.

These were too light and caused strains on the engine, which caused them to break and to have to be rebuilt.

AUXILIARY STEAM AND EXHAUST PIPES.

These pipes were all approved by Bureau, but when ready to put in had to be changed by Equipment Department and several new plans had to be worked out. The board on changes awarded an amount covering their estimate of labor and material, but this did not compensate us for a delay of several months.

ASH-HOISTING MACHINERY.

This was delayed over six months, as the ship was incomplete where it was to be located.

DISTILLING PLANT.

This could not be finished after being secured to the ship on account of plans for pipe to fresh-water tanks, press water-closets, and connection to fire mains not being completed.

MARINE TELEGRAPHS.

The absence of the bridge and conning tower rendered it impossible for us to complete the marine telegraphs and signals, so that we were obliged to turn this part of the work over to the Government when we were relieved of our contract.

KEEPING SHIP CLEAN.

All the time we were engaged in placing the machinery in the *Texas* we were required by the constructor to keep the engine rooms, boiler rooms, and inner bottoms in a state of perfect cleanliness, involving the continuous labor of a considerable gang of men; this, therefore, being considerable expense, depending directly upon the length of time over which the work extended.

DOCKING THE SHIP.

The placing the ship in the dry dock from time to time during the progress of the work has been another serious source of delay, as at such times the ship was a long distance from our workshop and base of operations at the navy-yard. This not only made it more inconvenient to prosecute the work, but frequently resulted in absolutely stopping our work while the ship was being taken out of the dry dock or being moved from one pier to another.

The full claim, as heretofore presented for your consideration, and as set forth in the report of the Naval Committee (a copy of which is hereto attached, as part of this petition, marked Exhibit A), amounted to $169,260.54, which was reduced by your payments under the contract of $60,277.50 to $108,983.04, which is comprised of the following items, viz:

Direct damage	$79,312.50
Interest	12,959.65
Dock trial	12,778.66
Insurance	2,732.23
Damage to schooner	600.00
Security	600.00
	108,983.04

and this you are authorized to audit and adjust.

When we entered into this contract it was understood that the Government was most anxious to encourage industries throughout the country, and ourselves appreciating this, said we would add $50,000 to our machinery, which had already, upon inspection, been deemed sufficient, if the contract should be given us. This we have more than done, thereby performing the contract in the spirit intended. The prevailing idea seems to have been that petitioners would perhaps delay the work and be unable to perform the contract in due season, and every precaution was taken by the Government to be secured against this.

Upon the other hand, your petitioners, little dreaming that the Government would afford any obstacles or delays against the performance of the contract on their part, readily accepted the assurance of the then Secretary of the Navy in that behalf, to the effect that delays upon the part of the Government were preposterous, and that petitioners need only be careful to perform the agreement for themselves. The result, however, is that petitioners have from the beginning been compelled, under pressure of heavy bonds and penalties amply provided, to perform their agreement in due season, and this they have done most conscientiously, while all along they have been much embarrassed and have been subjected to unlooked-for expenses, charges, and damage by reason of the delay upon the part of the Government, and to such an extent that their profits growing out of said contract have been more than absorbed. Had petitioners contemplated the many delays they have been subjected to upon the part of the Government they never would have entered into said agreement, and while they are now amply able to undertake and perform a contract for another ship such as the *Texas* within the time and upon the terms stipulated for in their said agreement, they would not think of doing so unless such delays as have occurred could and would be amply provided for.

It is proper to add here that, pending the performance of this agreement upon the part of petitioners, they were subjected to and underwent at their works one of the most causeless and disastrous strikes that has been known in this country, causing them great loss and damage. This, to a large extent, grew out of the said contract with the Government and the delays aforesaid, the Government being asked by the strikers to seize petitioners' works, as will appear from evidence on file in your Department. And following this came one of the most serious financial panics that this country has known, pending which the banks throughout the section of country in which petitioners' works are located were practically suspended. During this

panic, to their great damage, petitioners were compelled to pay high rates of interest and heavy commission for money, and to issue to their workmen scrip in lieu of money. All of which petitioners aver could have been well avoided—both the strike and the panic, so far as their necessities and damage resulting from the same are concerned—had the Government not delayed them, as aforesaid, and had performed said contract well and truly on its part.

In conclusion, we respectfully submit that the entire amount of our claim should be allowed, and this seems to be the only open question. As before stated, an investigation will show that it is admitted that the delays have been caused by the fault of the Government throughout, and that petitioners have sustained great loss and damage; that they would have finished, and constructively did finish, their contract within the time required, and, in addition to the heavy loss and great damage sustained, have besides been compelled to pay interest, security, and other charges, including the dock trial, etc., which would have been avoided had they been promptly paid what was due them under the contract at the time stipulated.

They respectfully submit that had the Government performed the contract in good faith they would have avoided the expense of a dock trial, with which, therefore, the Government should be chargeable, and they would likewise have avoided the sinking of the schooner *Slicer*, which the fault of the Government produced, and the Government should therefore be charged with that loss. As bearing upon the question of damage before mentioned, petitioners aver that they have, in order to properly balance their books, growing out of this contract, been compelled to charge back as a loss the sum of upwards of $100,000, which amount more than covers the profits they anticipated making under the contract, and which has been entirely lost to them because of the manner in which the Government has performed the contract upon its part, delaying and compelling petitioners all the while to stand ready to complete the same under the most exacting demands upon the part of the Government, at the same time withholding from petitioners the amount they would have earned and did earn under the contract, and causing them in addition to pay large sums of money in the way of insurance, interest, charges of security, dock trials, and the like, for all of which damages and outlays they are clearly entitled to be reimbursed because of the proven and admitted default of the Government as before shown.

Petitioners having made this formal presentation of their claim, in obedience to the wishes of your Department, as expressed through the honorable Judge-Advocate-General, now ask your immediate consideration of the same, and that you allow them the full amount of their claim herein presented, to which they are justly and legally entitled, as hereinbefore shown.

Petitioners attach hereto sundry letters addressed by its president to the Department bearing on this matter, and also a bill of particulars specially setting forth their claim, and a statement from petitioners' books showing the amount they have been compelled to charge back on account of their damages and losses in the premises.

Petitioners also file an abstract of the report made from the Bureaus of Construction and Repair and Steam Engineering hereinbefore referred to.

All of which is respectfully submitted.

THE RICHMOND LOCOMOTIVE AND MACHINE WORKS.

FEBRUARY 12, 1895.

DEAR SIR: Your letter of the 7th instant is before us. We will say that we were delayed in many ways in completing the machinery of the United States armored battle ship *Texas* apart from the "incomplete condition of the hull," about which you make special inquiry, as set forth in our letters to the Secretary in connection with bills for damages. That your Department has had full knowledge of our distress, besides the specific notice given in the spring of 1893 (within a few months of the time we claim to have in effect finished the machinery), that we were delayed and damaged and expected to be reimbursed for the same we can show by the fact that the *Texas* at this writing is still incomplete, and that you had therefore, in justice to us, to settle for the machinery; that at the beginning of the work, as you know, we endeavored to secure ourselves against delays, which was refused; that from time to time we have sought relief by asking to be rid of the insurance—the machinery being to all intents completed and on board, the Department accepting a policy of $2,500 as covering all that was still in Richmond; by the request for a dock trial—as we were in great need of money due us by the Government, the country being in a state of panic. Indeed the situation was such that we were compelled to issue scrip to pay off our men, which we would not have done had the Government paid us the large amounts due; and finally, by the acceptance of the machinery just referred to.

The first four years we struggled to save the forfeiture of our bond for $95,175, and from that time on we have pressed for the completion of the ship. We have time

and time again asked the inspectors when the armor plate would be ready, knowing that until the ship was finished we were running at a heavy loss, which the Department has finally rid us of. In connection with the fear of forfeiture we submit that we are entitled to our claim by rights under the contract, by instancing the crank shafts alone that we purchased from Midvale, being delayed greatly there and distressed lest we should forfeit the bond, the Government having shown no disposition to extend the time, giving us only eight months after our fire when we urged for twelve months. We asked permission to put the machinery in the ship and fit the shafts and try the engines there instead of before shipment from the works, and this privilege was granted upon our formally assuming all responsibility. Had the Government said then that the ship could not be finished in time and allowed us to complete this work here it would have saved us many thousands of dollars. In other words, we were forced to keep our dates at enormous expense while the Government disregarded their own.

This work was all hurried along in the midst of a strike that cost us over $100,000 to fight, and the strike was induced in a large measure, as Inspector Brooks will testify, by the representation of the labor leaders that we were under contract to finish the work for the Government and could not afford to resist them. Mr. Brooks was approached a few days after the strike was declared and asked when the Government would take charge of the work. The Government statistician has the record of the strike as being one of the most unjust to the proprietors that ever took place. This is referred to as showing the difficulties we had to overcome to protect our bond.

The delays by reason of the failure to complete the hull were numerous and continuous; that it was not ready demoralized our labor and took away the benefit of a hurried job that we had equipped to do. Our determination being to carry out in good faith the idea of the Government in establishing works throughout the country, with the result that we have now at Richmond the ability to build a ship of war if the Government for any reason wishes it done.

Accompanying this are statements in part, of the (1) delays to the machinery and damage to us by reason of faulty design and insufficient and inaccurate drawings, and (2) of delays and damages, resulting from the failure of the Government to complete the hull.

Very respectfully,

W. R. TRIGG.

Commodore GEORGE W. MELVILLE,
Engineer in Chief, Bureau of Steam Engineering,
United States Navy Department, Washington, D. C.

In the matter of the United States battle ship Texas.

[Statement from our books of *Texas* account, showing cost of original contract, replace and extra work, and amount received therefor, May, 1889, to December, 1894, inclusive, and that we are short the amount claimed.]

Cost of contract and extras.

Material:	
Iron castings	$17,501.96
Brass castings	48,397.30
Steel castings	24,390.89
Iron forgings	3,051.79
Angles and tees	937.03
Steel forgings	2,610.49
Steel forgings (Midvale)	49,327.15
Steel boiler plates	15,609.29
Plates (other than boiler)	5,728.68
Boiler tubes	5,565.20
Boiler furnaces	9,248.50
Boiler rivets	1,534.70
Copper tubes, sheets, etc	19,225.52
Patterns	2,826.58
Lumber	2,142.93
Acids and supplies	6,172.03
Tools and apparatus	4,748.92
Pipes and fittings	32,127.80
Brick, sand, cement, etc	223.18
Miscellaneous	17,227.80
Total	268,597.74
Labor	232,736.84

Cost of replace work.

Material:		
Boiler plates	$7,024.24	
Boiler rivets	1,610.25	
Boiler furnaces	8,344.87	
Miscellaneous	124.04	
	17,103.40	
Labor	3,601.10	
		$20,704.50
		522,039.08
Add for contengents		151,940.39
Interest		59,612.66
Profit over labor and material		52,203.91
		785,796.04

[Memorandum of contract.]

Original contract was for		$634,500.00
Withheld by Government to complete		6,973.00
		627,527.00
Replacing work destroyed by fire		34,293.81
Extras	$12,793.39	
Decreased compensation	800.00	
		11,993.39
Total		673,814.20

Payments on contract, replace, and extras.

First payment, less reserve		$57,105.00
Second		57,105.00
Third		57,105.00
Fourth		57,105.00
Fifth		57,105.00
Sixth		57,105.00
Seventh		57,105.00
Eighth		57,105.00
Ninth		57,105.00
Half tenth payment and reserve		60,277.50
Other half payment, less unfinished work		53,305.50
		627,527.00
Extras:		
First payment	$1,385.00	
Second	3,030.39	
Third	7,578.00	
		11,993.39
		639,520.39
Replace payment		34,293.81
		673,814.20
Claim before Congress		108,983.04
		782,797.24

Statement showing contingents, interest, etc., added above.

Year.	Labor and material.		Contingents.		Interest.		Contingents and interest.	Total.
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.		
1889	$7,087.11	28.4	$2,012.74	2.1	$148.83	30.5	$2,161.57	$9,248.68
1890	133,861.68	29.9	40,024.64	4.3	5,756.05	34.2	45,780.69	179,642.37
1891	114,145.47	33.4	38,124.59	15.8	18,034.98	49.2	56,159.57	170,305.04
1892	114,734.83	25.2	28,913.18	11.4	13,079.77	36.6	41,992.95	156,727.78
1893	98,332.33	27.1	26,648.06	14.1	13,864.86	41.2	40,512.92	138,845.25
1895	53,877.66	30.1	16,217.18	16.2	8,728.17	46.3	24,945.35	78,823.01
	522,039.08	.....	151,940.39	.....	59,612.66	.....	211,553.05	733,592.13
10 per cent on labor and material, all of which was expended in tools and appliances for this special work								52,203.91
Total								785,796.04

In the matter of the claim of the Richmond Locomotive and Machine Works, of Richmond, Va., being for damages growing out of the delay of the Government in the construction of the hull of the United States armored battle ship *Texas*.

SIR: The Richmond Locomotive Works, in response to your request presented to them yesterday asking further information with reference to the following items embraced in their claim now pending in your Department for settlement, beg leave to state as follows:

First. As to the item of "Direct damage," $79,312.15, we are asked why we stated 12½ per cent upon the contract price as the per centum of our damage. In answer we respectfully submit that it was not in the least necessary or essential that we should have stated our claim in this manner, showing what per centum of the contract price constituted our loss, for the amount of our loss and damage was not arrived at in this manner. As heretofore shown in our petition and by the exhibit from our books thereto annexed, our books show our loss and damage to be at least the total amount claimed, and as the amount which we have stated under the head of "Direct damage" was approximately 12½ per cent on the contract price, it seemed proper from a purely business point of view to state our account in that way, believing that anyone acquainted with such matters would at once and readily deem that per centum as altogether reasonable and proper under the circumstances. In other words, we submit that for two years' delay, and the delay is admitted, that 12½ per cent is a small claim for damages on a contract of such a nature as this. If we have not fully conceived the wishes of your honor in this or any other manner, we would be pleased to give you such other or further information in the premises as may be in our power.

Second. With reference to the charge of interest, referring to the item of $12,959.65, we are asked why in calulating this interest we included the difference covered by the extension given to us on account of the fire. In answer we respectfully submit that upon examination of this item, as shown by our "bill of particulars," attached to our petition aforesaid, that interest has not been charged for the period named. As will be seen by reference to the files of your Department, the fire occurred in January, 1891, and the interest is not charged until two years after this, namely, January, 1893, or, to speak literally, as shown by the bill of particulars, December 31, 1892.

Third. With reference to the item of "damage to schooner," $600, we are asked for the particulars as to this collision. In response we would state that we made no more definite reference to this matter in our petition than appears because of the fact that all of the facts and circumstances in connection with this matter have already been placed upon file in your Department, necessarily so, as the schooner in question was destroyed at the dock trial. Briefly the facts are that when the dock trial was held at the Norfolk Navy-Yard the *Texas* was, as you are aware, lashed fast and secured to the wharf belonging to the Government, and when the machinery which was to be tested was put in operation it caused great disturbance and commotion in the river, and the schooner *Slicer*, which was passing at the time, was drawn into the water, and, passing over the propeller blades, was sunk.

As the dock trial grew out of the delays complained of, and the ship *Texas*, at the time of the accident, being wholly under the management and control of the Government, the fault, it would seem, was upon the *Texas* and not upon the schooner, and it seemed entirely reasonable and proper that this loss should fall upon the Government and not upon petitioners; yet your petitioners were held responsible for the same

by the owners of the *Slicer*, and they presented a claim against petitioners for the sum of $1,800, which amount your petitioners settled by the payment of $600. Under the authority now vested in the Secretary of the Navy to settle and adjust our claim in this particular, we respectfully submit that there can be no question about the propriety of reimbursing us for the amount thus actually expended for the wrong of the Government.

Fourth. As to the item of "security," we are asked why we charged the Government with one-third of the amount which we paid, and in response we beg to submit that the period for which we are compelled to give security was six years and the amount was $1,800, and the ascertained delay upon the part of the Government being two years (about), one-third of the period for which we have charged interest, we have charged the Government with one-third of the amount, namely, $600. In other words, we paid charges for security for a period of six years, when but for the delays of the Government we would not have been compelled to pay for but four years. We paid the sum of $1,800 for the six years, when in reality we ought not to have paid but $1,200 for four years.

In conclusion it is proper to state that this item, as perhaps some of the others, might altogether appear under one charge, but they have been separated as appear in the bill of particulars in order that specific information and inquiry might be had with reference to them. If there be any other matters with which you desire information at our hands, we are ready and willing at any time and at your convenience to furnish the same.

All of which is respectfully submitted.

THE RICHMOND LOCOMOTIVE WORKS.

The JUDGE-ADVOCATE-GENERAL OF THE UNITED STATES NAVY,
Navy Department, Washington, D. C.

RICHMOND, VA., *August 31, 1895.*

MY DEAR SIR: With reference to the matter of the claim of the Richmond Locomotive and Machine Works, of Richmond, Va., for delays upon the part of the Government in the matter of the armored battle ship *Texas*, we beg leave to state that on the 5th day of August last the honorable Assistant Secretary of the Navy informed us of the report which you proposed to make in the premises, and indeed was kind enough to show us your notes in that behalf.

Observing that you had reduced our claim to a considerable extent mainly because the extension given us on account of the fire had been embraced in the period for which we had charged interest, etc., and feeling that you had misinterpreted the facts of the case in this behalf, and in further view of your absence at that time from the Department, and preferring ourselves to go over the matter with you with a view, if possible, of having you change your views in this respect, we suggested to the honorable Assistant Secretary that the matter be postponed until your return, which proposition met his approval.

Upon this point our position is that while it is true that we asked for an eight month's extension, it was during the time that we were at work upon the machinery in our shops and referred to the first period of two and one-half years which was given for that purpose, the additional year being given to put the machinery in the ship. We did not ask that eight months be added to three and one-half years, but that eight months be added to two and one-half years, which expired in July, 1892, and we do not claim to have finished the machinery until December, 1892. If we had claimed to have finished the work before July, 1892, we would think your point well taken; but not so. When we asked for additional time to replace the boilers that had been destroyed, and did replace, and had the work finished within the time of the original contract, we respectfully submit that we should not be charged with time that we did not consume. We asked for the allowance of time as a prudent business measure, but the sequel showed we did not need it, and that if the ship had been ready we would have completed the work of building the machinery and placing it within the ship within the time allotted. In other words, we never used the time allotted to us. From May 29, 1889, to November 29, 1892, we had under the terms of the contract, and your board reports that it was completed in December, 1892. We respectfully submit that the mere fact of asking early in 1891 for an extension of eight months (contemplating we would need the same), but which in fact was not needed, should not be used against us.

We respectfuliy submit that a more careful examination of the facts presented in detail in our petition will lead you to readily conclude that the reductions which you have made in our claim in this behalf are unjust; and we respectfully ask a reconsideration of the same at your hands, and that you amend your report in this particular.

We will be pleased to come before you in person with our president, Mr. Trigg, and fully discuss this matter, if that be your desire, and holding ourselves ready to furnish you any other or further information that may be desired, we are,

Yours, very respectfully,

THE RICHMOND LOCOMOTIVE AND MACHINE WORKS OF RICHMOND, VA.
By CONNALLY F. TRIGG, *Attorney.*

Hon. SAMUEL C. LEMLEY,
Judge-Advocate-General, Navy Department, Washington, D. C.

United States Navy Department debtor to The Richmond Locomotive and Machine Works.

For the following items of additional cost in the construction of the machinery of the United States armored battle ship *Texas*, under contract dated May 30, 1889, entailed by delays on the part of the Navy Department:

DIRECT DAMAGE.

By reason of delays the contract was not completed by December 31, 1892, but was taken up by the Government December 20, 1894; equal, say, to 12½ per cent of the contract price, $634,500		$79,312.50

DAMAGE TO SCHOONER.

This amount was paid in settlement of claims, $1,400, made by owners of schooner *H. W. Slicer*. The board at navy-yard placed the responsibility on us, and our counsel advised us to settle as shown, but look to the Government to reimburse us, inasmuch as we had no control of the ship and could not have averted the accident		600.00

INTEREST.

On November 16, 1892, the ninth payment was paid, leaving due us as of December 31, 1892, at which time we could have finished the work, the tenth payment, less the reserve	$57,105.00	
And the reserve on ten payments	63,450.00	
	120,555.00	
Less payment of August 4, 1894, of one-half the amount on account of successful dock trial at Norfolk Navy-Yard, May, 1894	60,277.50	
Balance	60,277.50	
This balance was paid in settlement on January 4, 1895; the interest, therefore, from December 31, 1892, to, say, August 1, 1894, on $120,555 for nineteen months, at 6 per cent per annum	11,452.73	
And from August 1, 1894, to January 1, 1895, say, for five months, at 6 per cent per annum on $60,277.50	1,506.92	
		12,959.65

INSURANCE.

Premium on nine payments less reserve, say, $57,105 × 9 = 543,945 for one year from December 31, 1892, to January 1, 1894 (at which time we were relieved) at one-half per cent	2,719.73	
Premium on $2,500 (amount agreed to be carried by us) from January 1, 1894, to January 1, 1895, say, one year at one-half per cent	12.50	
		2,732.23

SECURITY.

We pay the guarantors of our bond for the proper execution of this contract $1,800, and of this we charge	600.00

DOCK TRIAL.

Labor:	
Chief engineer, 38 days, at $10	$380.00
Engineers, 76 days, at $4.50	342.00
Chief fireman, 38 days, at $4.50	171.00
Oilers, 228 days, at $3.25	740.00
Water tenders, 190 days, at $3.25	617.50
Firemen, 304 days, at $3	912.00
Blowers, 76 days, at $3.25	247.00
Transportation furnished	165.33
Board, lodging, etc	1,117.30
Foreman, 480 hours, at 60 cents	288.00
Workmen—	
977 hours, at 50 cents	488.50
1,424 hours, at 45 cents	640.80
934 hours, at 40 cents	373.60
3,873 hours, at 37.5 cents	1,452.38
964 hours, at 35 cents	337.40
693 hours, at 30 cents	207.90
2,721 hours, at 25 cents	680.25
4,942 hours, at 20 cents	988.40
420 hours, at cents	81.02
	10,230.38
Fuel:	
300 tons Pocohontas coal, at $4	1,200.00
10 cords of wood, at $4	40.00
Sorting and storing coal	348.86
	1,588.86
Incidentals:	
Time general manager, 25 days, at $10	250.00
Time chief draftsmen, 20 days, at $10	200.00
Time superintendent work, 45 days, at $6	270.00
Traveling expenses and board	154.42
Oil, tallow, and waste	85.00
	959.42
	$12,778.66
	108,983.04

State of Virginia, County of Henrico, to wit:

I, George F. Jones, the secretary of the Richmond Locomotive and Machine Works, do hereby state and declare that the foregoing account is just and true, and that all the various items in said account are well founded and justly due to the said Richmond Locomotive and Machine Works.

[Seal of the R. L. and M. Works.] G. F. JONES, *Secretary.*

Sworn and subscribed before me in the county of Henrico, State of Virginia, on this 17th day of October, 1895.

[Seal of N. P.] W. G. FERGUSON,

Notary Public for the County of Henrico, State of Virginia.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 93.

C. E. HALL, ADMINISTRATOR, AND JACKSON WILLHITE.

Letter from the Assistant Clerk of the Court of Claims transmitting a copy of the findings filed by the court in the case of C. E. Hall, administrator, against The United States.

DECEMBER 23, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 21, 1895.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the court in the aforesaid causes, which cases were referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 7659. Estate of Felix G. Duvall *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Felix G. Duvall (since deceased), the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed November 27, 1893.

[Court of Claims. Congressional Case No. 7659. C. E. Hall, administrator of Felix G. Duvall, deceased, *v.* The United States.]

STATEMENT OF CASE:

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States, for their use during the late war for the suppression of the rebellion, was transmitted to the Court by the Committee on War Claims of the House of Representatives on the 23d day of April, 1890.

On a preliminary inquiry the court, on the 27th day of November, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 20th day of November, 1895.

A. J. Willard, esq., appeared for claimant, and the attorney-general, by John G. Capers, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That the following property belonging to Felix G. Duvall, deceased, was taken from him by the United States Army and used by the said Army, the date, place, and command being particularly stated below.

In Newton County, Mo., on or about the dates hereinafter specified, to wit, about the middle of August, 1862, by Major Foreman, Third Regiment Indiana Home Guards, and by Colonel Judson's Sixth Regiment Kansas Cavalry, about September, 1862.

2,000 rails for fuel, at $3 per hundred	$60.00
90 bushels of wheat, at $1.25 per bushel	112.50
600 bushels of corn, at $1 per bushel	600.00
2,000 sheaves of oats, at $2 per bushel	140.00
1 mare and colt	125.00
50 pounds of bacon, at 10 cents per pound	50.00
23 hogs at $5 each	115.00
1 fine mare and colt	150.00
Total	1,272.00

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

There were taken from the farm of the deceased claimant in Newton County, Mo., during the months of August and September, 1862, by military authority for the use of the Army, stores and supplies, the reasonable value of which at the time and place of taking was ($665) six hundred and sixty-five dollars, which does not appear to have been paid for.

BY THE COURT.

Filed December 2, 1895.
A true copy.
Test this 21st day of December, 1895.
[SEAL.]

JOHN RANDOLPH.
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 7324. Jackson Willhite *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Jackson Willhite, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed December 18, 1893.

[Court of Claims. Congressional case No. 7324. Jackson Willhite *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 17th day of February, 1890.

On a preliminary inquiry the court, on the 18th day of December, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 20th day of November, 1895.

A. J. Willard, esq., appeared for claimant, and the Attorney-General, by ——— ———, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That the following property belonging to him was taken from him by the United States Army and used by said Army, the date, place, and command being particularly stated below.

In Texas County, Mo., on about the 1st of January, 1863, by the forces of the United States, namely, Captain Dunkard's company of artillery of General Warren's command, to wit:

450 bushels of corn, at $1 per bushel	$450
400 bundles of blade-corn fodder, at $4 per 100	16
2 tons of hay, at $10 per ton	20
400 bundles of top corn, at $4 per 100	16
1,500 bundles of oats, at $2 per 100	30
Total	532

The court, upon the evidence, after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

There were taken from the claimant as alleged, during the late war by the military authorities of the United States and appropriated to army use, stores and supplies then reasonably worth the sum of ($249) two hundred and forty-nine dollars, which does not appear to have been paid for.

BY THE COURT.

Filed November 25, 1895.
A true copy.
Test this 21st day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 94.

LAMOUREUX N. KENNEDY, ADMINISTRATOR.

Letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the case of Lamoureux N. Kennedy, administrator, against the United States.

DECEMBER 23, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 21, 1895.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 8524. Elizabeth A. Pryor, widow of Edward Morgan, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Edward Morgan, deceased, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the States throughout said war.

BY THE COURT.

Filed March 24, 1894.

[Court of Claims. Congressional case No. 8524. Lamoureux N. Kennedy, administrator of Edward Norgan, deceased, *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion was transmitted to the court by the Committee on War Claims of the House of Representatives on the 11th day of February, 1892.

On a preliminary inquiry the court, on the 12th day of March, 1894, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 22d day of November, 1894.

A. J. Willard, esq., appeared for claimant, and the Attorney-General, by C. C. Binney, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant, in his petition, makes the following allegations:

That the following property belonging to decedent was taken from him by the United States Army and used by the said Army, the date, place, and command being as follows:

In Vernon County, Mo., about December, 1862, by Major Summer's command:	
300 bushels of corn, at $1 per bushel	$300
About October, 1863, by Colonel Jennison's command:	
1 horse	100
1 mule colt	75
Total	475

The court, upon the evidence, and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

At the time and place alleged in claimant's petition, the military forces of the United States, for the use of the Army, took from claimant's decedent stores and supplies of the kind alleged, amounting in value to one hundred dollars ($100), which do not appear to have been paid for.

BY THE COURT.

Filed November 26, 1894.
A true copy.
Test this 21st day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 95.

WILLIAM McDANIEL.

Letter from the Assistant Clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the case of William McDaniel against The United States.

DECEMBER 23, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 21, 1895.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 7639. William McDaniel *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that William McDaniel, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed May 14, 1894.

[Court of Claims. Congressional case No. 7639. William McDaniel *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 23d day of April, 1890.

On a preliminary inquiry the court, on the 14th day of May, 1894, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on it merits on the 21st day of May, 1895.

A. J. Willard, esq., appeared for claimant, and the Attorney-General, by Samuel A. Putnam, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That the following property belonging to William McDaniel was taken from him by the United States Army and used by the said Army, the command, place, and time being as follows:

In Christian County, Mo., on or about the month of October, 1863, by the United States forces, namely, General Curtis's command:

3,800 pounds of pork, at 15 cents per pound..... $570

This case having been heard by the Court of Claims the court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from William McDaniel, of Christian County, Mo., during the war for the suppression of the rebellion, by military authority, for the use of the United States Army, stores and supplies as set forth in the petition, then reasonably worth the sum of one hundred and forty-four dollars ($144), which do not appear to have been paid for.

BY THE COURT.

Filed May 27, 1895.
A true copy.
Test this 21st day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 96.

OPERATIONS OF THE BUREAU OF ANIMAL INDUSTRY.

LETTER

FROM

THE SECRETARY OF AGRICULTURE,

TRANSMITTING

The report of the operations of the Bureau of Animal Industry for the fiscal year ended June 30, 1895.

DECEMBER 24, 1895.—Referred to the Committee on Agriculture and ordered to be printed.

DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY,
Washington, D. C., December 20, 1895.

SIR: I have the honor to transmit herewith the report of the operations of the Bureau of Animal Industry for the fiscal year ended June 30, 1895, in compliance with the requirements of section 11 of the act approved May 29, 1884, for the establishment of that Bureau.

Very respectfully,

J. STERLING MORTON,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OPERATIONS OF THE BUREAU OF ANIMAL INDUSTRY FOR THE YEAR ENDED JUNE 30, 1895.

MEAT INSPECTION.

The inspection of meat has been during the whole fiscal year the most extensive and urgent work in which the Bureau has been engaged. Every effort has been made to inspect all the animals slaughtered for the interstate and foreign trade at the cities where the inspection has been inaugurated. Sheep and calves have been included to a greater extent than in former years.

The number of animals inspected at the abattoirs was 18,575,969, consisting of 3,752,111 cattle, 1,137,300 sheep, 109,641 calves, and 13,576,917 hogs. During the preceding year the total number inspected was 12,944,056. The increase has consequently been 5,631,913, or about 43 per cent. In addition to this, an antemortem inspection was made in the stock yards on 5,102,721 animals.

The force of inspectors was placed in the classified service by order of the President at the beginning of the fiscal year. This force has been increased as rapidly as was warranted by the list of eligibles obtained by the Civil Service Commission through its examinations. The inspectors and assistant inspectors appointed from this source have been in nearly all cases intelligent, competent, and faithful men.

The cost of this inspection was $262,731.34, or an average of 1.1 cents per animal inspected. The cost of the inspection per head has been steadily decreased. In 1893 it was $4\frac{3}{4}$ cents per head, and in 1894 it was $1\frac{3}{4}$ cents.

The inspection was maintained at 55 abattoirs, situated in 18 different cities. During the preceding year the inspection was conducted at 46 abattoirs in 17 cities. The inspection was more complete and thorough at all points than it has been during any previous year.

MICROSCOPIC INSPECTION OF PORK.

There were 45,094,598 pounds of microscopically examined pork exported during the year, as compared with 35,437,937 pounds in 1894 and 20,677,410 pounds in 1893. There were 905,050 carcasses and 1,005,365 pieces examined, making a total of 1,910,415 specimens for the microscopical force to inspect. The cost of this branch of the inspection was $93,451.10, and the average cost per specimen examined was 4.9 cents. In 1893 the cost per specimen was $8\frac{3}{4}$ cents, and in 1894 it was $6\frac{5}{9}$ cents. There was, consequently, a reduction of 25 per cent in the cost of inspection in 1894 as compared with 1893, and a further reduction of 25 per cent in 1895 as compared with 1894. The cost of inspection per pound of inspected meat exported was reduced from 0.248 cent in 1894 to 0.2 cent in 1895.

INSPECTION OF EXPORT ANIMALS.

The number of cattle inspected for the export trade was 657,756, as against 725,243 during the previous year. The number actually exported was 324,299. The number of cattle exported in 1894 was 363,535, and there was, consequently, a falling off of 39,236 head. Of the cattle inspected, 1,060 were rejected for exportation, as compared with 184 in the preceding year.

The number of sheep inspected for the export trade was 704,044, the number exported being 350,808. The exports of sheep in 1894 were 85,809. The increase has, therefore, been 264,999, or over 300 per cent.

It is seen from the above statement that 1,361,800 head of animals were inspected for the export trade, and that a total of 675,107 animals were exported. All of the cattle were tagged with numbers, and these were registered, in order that individual animals might be identified, if necessary.

It has been found somewhat embarrassing to certify to the healthfulness of sheep under present conditions, as, although healthy when inspected, they sometimes become affected with scab before they are landed. The crowding of large numbers of these animals together on board ship, together with the atmosphere by which they are surrounded, favors the rapid development of scab, and in case any of the parasites of this disease are present there is an extraordinary development of the symptoms during the voyage. Flocks which were carefully examined and found free from any symptoms of disease at the time of loading were discovered to be badly affected when they were landed in European countries.

Long and careful consideration has been given to the different measures that might possibly be adopted to prevent infection with this disease. No doubt some of these sheep are infected in cars which had previously carried diseased animals, others are infected in stock yards through which they pass, and still others may be infected from the ships. It is evident that to guard against all these sources of infection comprehensive regulations are required that will secure disinfection of ships, cars, and stock yards, and, most important of all, that will prevent the shipment of diseased sheep to market.

VESSEL INSPECTION.

The vessels carrying the exported cattle and sheep were all inspected by the officers of this Bureau, in accordance with the act of Congress approved March 3, 1891. New and revised regulations were issued embodying the amendments which had been suggested by practical experience during the time the law has been in operation.

The losses during the year have been unusually heavy. The record, which had previously shown smaller and smaller losses during each succeeding year that the Department regulations were in force, has been so completely changed that an investigation has been commenced to determine whether any part of these losses was due to noncompliance with the regulations.

Of the cattle exported to Great Britain, 294,331 were inspected at the time of landing, and the loss in transit was found to have been 1,836, or 0.62 per cent, as compared with 0.37 per cent in 1894. The number of sheep inspected after landing was 310,138, and there had been lost out of these shipments 8,480, or 2.66 per cent, as compared with 1.29 per cent in 1894. The losses were due to a variety of acci-

dents, some of which apparently could not have been avoided. Others appear to have resulted from insecure fittings. There are some vessels which do not regularly carry animals, but occasionally take a consignment when good freight rates can be obtained or when other cargo is not available. With these the fittings must necessarily be of a temporary character, and can not be given the security which is obtained with the permanent fittings of the regular cattle boats. If it appears after careful investigation that the losses are due to temporary or otherwise insecure fittings, it is evident that a more rigid inspection must be enforced, and that vessels which are unsafe must be denied the privilege of carrying live animals.

STOCK YARDS INSPECTION.

The stock yards inspection service is maintained to prevent the spread of contagious diseases through the channels of interstate commerce. At present Texas or Southern cattle fever is the only disease controlled by this inspection. With the further development of the force engaged in this work it will probably be found advisable to include other diseases, such as sheep scab, hog cholera, and tuberculosis. It is probable that the ravages of the first two of these diseases may be very materially reduced by guarding against the contamination of animals in transit; and that, after our people had experienced the benefits to be derived from such measures, they would be no more willing to dispense with them than they now would be to go back to the methods under which the stock yards and cars were continually infected with Texas fever.

During the quarantine season, from February 15 to December 1, 1894, there were received from the infected district and inspected at the quarantine pens, 30,531 carloads of cattle, containing 826,098 animals. There were 8,958 carloads inspected in transit, and 28,650 cars cleaned and disinfected under supervision of the inspectors. There were also inspected 156,660 cattle from the noninfected section of Texas, which were shipped or driven to Northern States for grazing and feeding purposes. It was necessary to identify the brands of these cattle to determine if they could be safely used for this purpose.

The cost of the Texas fever and export inspection was $104,492.46. Assuming that half of this should be charged against the inspection of export animals, the cost of inspecting the 675,107 cattle and sheep exported would be $52,246.23, or 7.74 cents per head. The average cost during the preceding year, computed in the same manner, was 10.75 cents. The number of individual inspections made on these animals was 1,361,800 in this country, and 604,469 in Great Britain, a total of 1,966,269. This gives an average cost of 2.66 cents for one inspection of each individual animal.

The country continues free from contagious pleuro-pneumonia. The efficiency of the stock-yards inspection and the large number of cattle examined at time of slaughter permits this statement to be made in the most emphatic manner.

INSPECTION AND QUARANTINE OF IMPORTED ANIMALS.

The number of animals imported and quarantined during the year was as follows: At the Garfield station, 142 cattle, 146 sheep, 23 swine, 3 moose, and 9 India cattle; at Littleton, 12 sheep; at Buffalo, 366 cattle; at Port Huron, 1 head of cattle. Altogether 702 imported animals were held in quarantine for the prescribed period. There were inspected 293,594 animals imported from Canada, but not subject to quarantine,

as follows: Sheep, 292,613; swine, 908; cattle, 48; moose, 5. There were also inspected 63,716 Mexican cattle, imported into the United States from January 1 to June 30, 1895.

SCIENTIFIC WORK.

Important scientific investigations have been in progress which have yielded valuable results, while with others the objective point has not yet been reached.

A subject of investigation which promised well was the application of mixtures to Southern cattle with the idea of destroying the ticks upon them and thus avoiding the danger of disseminating Texas fever. A considerable number of insecticides have been experimented with and marked progress has been made, but a thoroughly reliable mixture for this purpose has not yet been discovered. It is probably only a question of time and research when such a discovery will be made. The mixtures so far used which kill all of the ticks are too irritating to the skin of the cattle, while on the other hand those which are not irritating to the cattle do not kill all of the ticks.

Investigations concerning the nature of various animals' diseases, particularly of a hitherto undescribed but very destructive disease of turkeys, will be published in special bulletins.

During the fiscal year ended June 30, 1895, the laboratory has sent out on application of the proper State authorities tuberculin sufficient to test 35,000 cows and mallein sufficient to test 1,200 horses.

PUBLICATIONS.

There have been published during the fiscal year the following reports, bulletins, and circulars:

Report of the Chief of Bureau of Animal Industry for 1893. (Reprint.)
Bulletin No. 7.—Investigations Concerning Bovine Tuberculosis.
Circular of Information No. 1.—Directions for the Sterilization of Milk.
Circular of Information No. 2.—Wheat as a Food for Growing and Fattening Animals.
Farmers' Bulletin No. 24.—Hog Cholera and Swine Plague.

Appended hereto are Tables A, B, and C, Table A showing the rapid development of the meat-inspection service and the exportation of microscopically inspected pork; B, copies of the orders and regulations issued for conducting the work of the Bureau; and C, giving the cost of the various branches of the work for the fiscal year with a list of persons employed, the amount paid to each, and the expenditures for the year in detail.

TABLE A.

Number of animals inspected at time of slaughter, by fiscal years.

	1891.	1892.	1893.	1894.	1895.
Beef cattle	83,891	3,167,009	3,922,174	3,862,111	3,752,111
Calves	-------	57,089	92,947	96,331	109,641
Sheep	-------	583,361	870,512	1,020,764	1,137,300
Hogs	-------	----------	----------	7,964,850	13,576,917
Total	83,891	3,809,459	4,885,633	12,944,056	18,575,969

Exports of microscopically inspected pork, by fiscal years.

	1892.	1893.	1894.	1895.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
To countries requiring inspection	22,025,698	8,059,758	18,845,119	39,355,230
To countries not requiring inspection	16,127,176	12,617,652	16,592,818	5,739,368
Total	38,152,874	20,677,410	35,437,937	45,094,598

B.—Orders and Regulations Issued for Conducting the Work of the Bureau.

Regulations concerning cattle transportation.

United States Department of Agriculture,
Office of the Secretary,
Washington, D. C., February 5, 1895.

To the Managers and Agents of Railroad and Transportation Companies of the United States, Stockmen, and Others:

In accordance with section 7 of the act of Congress approved May 29, 1884, entitled "An act for the establishment of a Bureau of Animal Industry, to prevent the exportation of diseased cattle, and to provide means for the suppression and extirpation of pleuropneumonia and other contagious diseases among domestic animals," and of the act of Congress approved August 8, 1894, making appropriation for the Department of Agriculture for the fiscal year ended June 30, 1895, you are hereby notified that a contagious and infectious disease known as splenetic or Southern fever exists among cattle in the following-described area:

All that country lying east and south of a line commencing at the extreme western point of the county of Contra Costa, State of California; thence in an easterly direction along the northern boundaries of Contra Costa and San Joaquin counties to the western boundary of Amador County; thence north along the western boundary of Amador County to the southwestern corner of Eldorado County; thence east along the southern boundary of Eldorado County to the boundary line of the State of California; thence southeasterly along the eastern boundary of California to the western boundary of Arizona; thence south along the western boundary of Arizona to the southwestern corner of Arizona; thence easterly along the southern boundaries of Arizona and New Mexico to the Rio Grande River; thence southeasterly along the Rio Grande River to the southwestern corner of the county of Foley, State of Texas, continuing along the Rio Grande River in a northeasterly direction to the southwestern corner of the county of Pecos; thence following the western boundary of Pecos County to the southeast corner of Reeves County; thence following the boundary line between the counties of Pecos and Reeves to the Pecos River; thence southeasterly following the said Pecos River to the northwest corner of Crockett County; thence easterly along the northern boundaries of Crockett and Schleicher counties to the southeastern corner of Irion County; thence northerly along the eastern boundary of Irion County to the northeast corner of said county; thence northerly to the southern boundary of Coke County; thence westerly to the southwestern corner of Coke County; thence northerly along the western boundary of Coke County to the southern boundary of Mitchell County; thence easterly to the southeastern corner of Mitchell County; thence northerly along the western boundary of Nolan County to the northwest corner of Nolan County; thence easterly along the northern boundary of said county to the southwestern corner of Jones County; thence northerly along the western boundary of Jones County to the southern boundary of Stonewall County; thence easterly along the northern boundaries of Jones and Shackelford counties to the southwestern corner of Throckmorton County; thence northerly along the western boundaries of Throckmorton, Baylor, and Wilbarger counties to the Red River; continuing along the Red River in a southeasterly direction to the southeast corner of the county of Greer, Territory of Oklahoma; thence northerly following the course of the North Fork of the Red River to its intersection with the southern boundary line of Roger Mills County; thence easterly along the southern boundary of Roger Mills and Washita counties to the southeastern corner of Washita County; thence northerly along the eastern boundary of Washita County to the northeast corner of said county; continuing in a northerly direction along the eastern boundary of the county of G to the southwestern corner of the county of Blaine; thence easterly along the

southern boundary of Blaine County to the southeast corner of said county; thence north on the eastern boundary of said county to the northwest corner of Canadian County; thence east on the northern boundary of said county to the northeast corner of said county; thence north along the eastern boundary of Kingfisher County to the northeastern corner of said county; thence east along the southern boundary of O County to the southeast corner of said county; thence north along the eastern boundary of O County to the northeast corner of said county; thence east along the southern boundary of K County to the west line of the Ponca Indian Reservation; thence north on the west line of said reservation to the northwest corner of said reservation; thence east along the northern boundary of the Ponca Reservation to the Arkansas River; thence in a northerly direction following the course of said river to its intersection with the thirty-seventh parallel of north latitude at the southern boundary line of Kansas; thence east along the southern boundary of the State of Kansas to the southwest corner of Cherokee County, State of Kansas; thence northerly along the western boundary of the county of Cherokee to the northwest corner of said county; thence easterly along the northern boundary of said county to the State of Missouri; thence easterly along the northern boundary of the county of Jasper in the State of Missouri to the northeast corner of said county; thence southerly along the eastern boundary of the counties of Jasper and Newton in said State to the southeast corner of Newton County; thence westwardly along the southern boundary of the county of Newton to the eastern boundary line of Indian Territory; thence southerly along the eastern boundary of the Indian Territory to the southwestern corner of Washington County, State of Arkansas; thence easterly along the southern boundaries of the counties of Washington, Madison, Newton, Searcy, and Stone to the western boundary of Independence County; thence southerly along the western boundary of Independence County to the southwest corner of Independence County; thence easterly along the southern boundary of Independence County to the southeast corner of Independence County; thence northerly along the eastern boundary of said county to the northeast corner of said county; thence easterly along the southern boundary of Lawrence County to the southeast corner of said county; thence northerly along the eastern boundary of said county to the southwestern corner of Greene County; thence easterly along the southern boundary of Greene County to the southern boundary of the State of Missouri, and along said southern boundary of the State of Missouri to the Mississippi River; thence southerly along the Mississippi River to the northwestern corner of the county of Shelby, State of Tennessee; thence along the northern boundary of the county of Shelby to the northeastern corner of said county; thence northerly along the western boundary of Fayette County to the northwest corner of Fayette County; thence easterly along the northern boundary of Fayette County to the northeast corner of said county; thence northerly along the western boundary of Hardeman County to the northwest corner of said county; thence easterly along the southern boundary of Haywood County to the southeast corner of said county; thence northerly along the eastern boundary of Haywood County to the northeast corner of said county; thence in a northeasterly direction along the western boundary of Madison County to the northwestern corner of said county; thence easterly along the northern boundary of said county to the northeast corner of said county; thence northerly along the western boundary of Henderson County to the northwest corner of said county; thence easterly along the northern boundary of said county to the northeast corner of said county; thence northerly along the western boundary of Decatur County to the northwest corner of said county; thence easterly along the northern boundary of said county to the Tennessee River; thence following the Tennessee River in a southerly direction to the southwest corner of the county of Perry; thence east along the southern boundary of Perry County to the southeast corner of said county; thence easterly along the northern boundary of Wayne County to the northeastern corner of said county; thence southerly along the eastern boundary of Wayne County to the boundary line of the State of Tennessee; thence easterly along the southern boundary of the State of Tennessee to the western boundary of the State of North Carolina; thence along the southern boundaries of the counties of Cherokee, Clay, Macon, Jackson, and Transylvania, State of North Carolina, to the southeast corner of the county of Transylvania; thence northwesterly along the eastern boundary of Transylvania County to the southwest corner of the county of Buncombe; thence in a northeasterly direction following the Blue Ridge Mountains to the southwestern corner of the county of Amherst, State of Virginia; thence southeasterly along the southern boundary of the county of Amherst to the western boundary of the county of Appomattox; thence in a northeasterly direction along the western boundaries of the counties of Appomattox, Buckingham, Fluvanna, and Louisa to the southern boundary of

the county of Orange; thence easterly along the southern boundary of the county of Orange to the western boundary of the county of Spottsylvania; thence in a southeasterly direction along the western boundaries of the counties of Spottsylvania and Caroline to the northwestern corner of King William County; thence in a northeasterly direction along the southern boundary of the county of Caroline to the eastern boundary of said county; thence southerly along the eastern boundary of King and Queen County to the southwest corner of Essex County; thence along the southern boundaries of Essex and Richmond counties to the southeast corner of Richmond County; thence northerly along the eastern boundary of said county to the northeast corner of Northumberland County; thence in a northeasterly direction along the northern boundary of said county to the Potomac River; thence following the Potomac River southerly to the Chesapeake Bay; thence easterly along the southern boundary of the State of Maryland to the Atlantic Ocean.

From the 15th day of February to the 1st day of December, 1895, no cattle are to be transported from said area to any portion of the United States north or west of the above-described line, except by rail for immediate slaughter, and when so transported the following regulations must be observed:

1. When any cattle in course of transportation from said area are unloaded north or west of this line to be fed or watered, the places where said cattle are to be so fed or watered shall be set apart and no other cattle shall be admitted thereto.

2. On unloading said cattle at their points of destination, pens shall be set apart to receive them, and no other cattle shall be admitted to said pens; and the regulations relating to the movement of Texas cattle, prescribed by the cattle sanitary officers of the State where unloaded, shall be carefully observed. The cars that have carried said stock shall be cleansed and disinfected before they are again used to transport, store, or shelter animals or merchandise.

3. All cars carrying cattle from said area shall bear placards stating that said cars contain Southern cattle, and each of the waybills of said shipments shall have a note upon its face with a similar statement. Whenever any cattle have come from said area and shall be reshipped from any point at which they have been unloaded to other points of destination, the cars carrying said animals shall bear similar placards with like statements, and the waybills be so stamped. At whatever point these cattle shall be unloaded they shall be placed in separate pens, to which no other cattle shall be admitted.

4. The cars used to transport such animals, and the pens in which they are fed and watered, and the pens set apart for their reception at points of destination, shall be disinfected in the following manner:

(*a*) Remove all litter and manure. This litter and manure may be disinfected by mixing it with lime or diluted sulphuric acid, or, if not disinfected, it may be stored where no cattle can come into contact with it until after December 1.

(*b*) Wash the cars and the feeding and watering troughs with water until clean.

(*c*) Saturate the walls and floors of the cars and fencing, troughs and chutes of the pens with a solution made by dissolving 4 ounces of chloride of lime to each gallon of water. Or disinfect the cars with a jet of steam under a pressure of not less than 50 pounds to the square inch.

5. It is further expressly provided that cattle which have been in the counties of Wilbarger, Baylor, Throckmorton, Shackelford, Jones, Nolan, Coke, and the northern half of Pecos County, State of Texas, since January 1, 1895, and have not come into contact with any cattle brought into said counties from any other counties in the infected area since that date, may be moved from the said counties by rail into the States of Colorado, Wyoming, Montana, North Dakota, and South Dakota, in accordance with the regulations made by said States for the admission of Southern cattle thereto: *Provided*—

(*a*) That a permit shall first be obtained from the Secretary of Agriculture for such movement. The application for said permit must state the name of the county in which said cattle are located, the name of the owner of said cattle, the number of cattle to be moved, and the route over which said cattle are to be transported to the above-named States.

(*b*) That said permit shall be forwarded to the inspector of the Department stationed at Kansas City, Mo., who will detail an officer to inspect said cattle and ascertain whether they are entitled to be shipped under the provisions of this order, and who, upon finding that the same are so entitled, will countersign said permit and supervise the movement of said cattle to point of shipment. The said officer before delivering such permit shall obtain affidavits of the owner or manager of the cattle and of two reputable and disinterested persons, showing that they are acquainted with the cattle sought to be shipped, and that they have known said cattle since January 1, 1895, and that said cattle have been kept in the territory described above and have not come into contact with any other Southern cattle. These affidavits will be forwarded by him to the Department of Agriculture.

(*c*) That cattle from said area shall go into said States only for slaughter or grazing, and shall on no account be reshipped from said States into any other State or Territory of the United States before December 1, 1895.

(*d*) That all cars which have carried cattle from said area shall, upon unloading, at once be cleaned and disinfected in the manner provided by these regulations.

(*e*) That the State authorities of the States of Colorado, Wyoming, Montana, North Dakota, and South Dakota agree to enforce these provisions.

The losses which formerly occurred to the owners of susceptible cattle, both in the interstate and export trade, by the contraction of this disease from exposure in unclean and infected cars and pens and by means of the manure carried in unclean cars from place to place became a matter of grave and serious concern to the cattle industry of the United States until this danger was removed by the inspection of this Department. It is absolutely essential, therefore, that this cattle industry should continue to be protected as far as possible by separating the dangerous cattle and by the adoption of efficient methods of disinfection.

Inspectors will be instructed to see that disinfection is properly done, and it is expected that transportation companies will promptly put into operation the above methods.

J. STERLING MORTON, *Secretary.*

Order and regulations for the inspection of cattle and sheep for export.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY,
Washington, D. C., February 7, 1895.

The following order and regulations are hereby made for the inspection of neat cattle and sheep for export from the United States to Great Britain and Ireland and the continent of Europe, by virtue of the authority conferred upon me by section 10 of the act of Congress approved August 30, 1890, entitled "An act providing for an inspection of meats for exportation, prohibiting the importation of adulterated articles of food or drink, and authorizing the President to make proclamation in certain cases, and for other purposes":

1. The Chief of the Bureau of Animal Industry is hereby directed to cause careful veterinary inspection to be made of all neat cattle and sheep to be exported from the United States to Great Britain and Ireland and the continent of Europe.

2. This inspection will be made at any of the following-named stock yards: Kansas City, Mo.; Chicago, Ill.; Buffalo, N. Y.; Pittsburg, Pa., and at the following ports of export, viz: Portland, Me.; Baltimore, Md.; Boston and Charlestown, Mass.; New York, N. Y.; Philadelphia, Pa., and Norfolk and Newport News, Va. All cattle shipped from any of the aforesaid yards must be tagged before being shipped to the ports of export. Cattle arriving at ports of export from other parts of the United States will be tagged at said ports.

3. After inspection at the aforesaid stock yards all cattle found free from disease and shown not to have been exposed to the contagion of any disease shall be tagged under the direction of the inspector in charge of the yards. After tagging the cattle will be loaded into cleaned and disinfected cars and shipped through from said yards in said cars to the port of export.

4. All animals shall be reinspected at the port of export. All railroad companies will be required to furnish clean and disinfected cars for the transportation of cattle and sheep for export, and the various stock yards located at the ports of export shall keep separate, clean, and disinfected yards for the reception of export animals only.

5. Shippers shall notify the inspector in charge of the yards of intended shipments of cattle, and shall give to the said inspector the locality from which said animals have been brought, and the name of the feeder of said animals, and such other information as may be practicable for proper identification of the place from which said animals have come.

6. The inspector, after passing and tagging said cattle, shall notify the inspector in charge of the port of export of the inspection of said animals, giving him the tag numbers and the number and designation of the cars in which said animals are shipped.

7. Export animals, whenever possible, shall be unloaded at the port of export from the cars in which they have been transported directly at the wharves from which they are to be shipped. They shall not be unnecessarily passed over any highway, or removed to cars or boats which are used for conveying other animals. Boats transporting said animals to the ocean steamer must be first cleansed and disinfected under the supervision of the inspector of the port, and the ocean

steamer must, before receiving said animals, be thoroughly cleansed or disinfected in accordance with the directions of said inspector. When passage upon or across the public highway is unavoidable in the transportation of animals from the cars to the boat, it must be under such careful supervision and restrictions as the inspector may direct.

8. Any cattle or sheep that are offered for shipment to Great Britain or Ireland or the continent of Europe which have not been inspected and transported in accordance with this order and regulations, or which having been inspected are adjudged to be infected, or to have been exposed to infection so as to be dangerous to other animals, shall not be allowed to be placed upon any vessel for exportation.

9. The supervision of the movement of cattle from cars and yards to the ocean steamer at the ports of export will be in charge of the inspector of the port. No ocean steamer will be allowed to receive more cattle or sheep than it can comfortably carry. Overcrowding will not be permitted.

10. The inspector at the port of export will notify the collector of the port of the various shipments of cattle or sheep that are entitled to clearance papers, and certificates of the inspection of said animals will be given to the consignors for transmission with the bills of lading.

J. STERLING MORTON, *Secretary.*

Regulations for the inspection and quarantine of neat cattle, sheep, and other ruminants, and swine, imported into the United States.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY,
Washington, D. C., February 11, 1895.

In pursuance of sections 7, 8, and 10 of the act of Congress entitled "An act providing for the inspection of meats for exportation, and prohibiting the importation of adulterated articles of food or drink, and authorizing the President to make proclamation in certain cases, and for other purposes," approved August 30, 1890, the following regulations are hereby prescribed for the inspection and quarantine of neat cattle, sheep, and other ruminants, and swine, imported into the United States, and all previous regulations prescribed for such inspection and quarantine are hereby rescinded:

1. With the approval of the Secretary of the Treasury the following-named ports are hereby designated as quarantine stations, and all cattle, sheep, and other ruminants and swine imported into the United States must be entered through said ports, viz: On the Atlantic seaboard, the ports of Boston, New York, and Baltimore; on the Pacific seaboard, San Diego, Cal.; along the boundary between the United States and Mexico, Nogales, Ariz.; El Paso, Eagle Pass, and Laredo, Tex.; along the border or boundary line between the United States and British Columbia and Canada, through the custom ports of Vanceboro and Houlton, Me.; Richford, Newport, St. Albans, Island Pond, and Beecher Falls, Vt.; Ogdensburg, Rouses Point, Buffalo, Charlotte, and Suspension Bridge, N. Y.; Detroit and Port Huron, Mich.; Minnesota, Minn., and Puget Sound, Wash.

2. The word "animals," when used in these regulations, refers to and includes all or any of the following kinds: Neat cattle, sheep, and other ruminants, and swine. The words "contagious diseases," when used in these regulations, includes and applies to all or any of the following diseases: Anthrax in cattle, sheep, goats, or swine; contagious pleuro-pneumonia in cattle; Texas or splenetic fever in cattle; tuberculosis in cattle; foot-and-mouth disease in cattle, sheep, goats, and swine; rinderpest in cattle and sheep; sheep-pox, foot-rot, and scab in sheep; hog cholera, swine plague, and erysipelas in swine.

3. All cattle, sheep, and other ruminants imported into the United States from any part of the world shall be accompanied with a certificate from the local authority of the district in which said animals have been for one year next preceding the date of shipment, stating that no contagious pleuro-pneumonia, foot-and-mouth disease, or rinderpest has existed in said district for the past year. And all swine imported into the United States from any part of the world shall be accompanied with a similar certificate relating to the existence of foot-and-mouth disease, hog cholera, and erysipelas. All such animals shall also be accompanied with an affidavit by the owner from whom the importer has purchased them, stating that said animals have been in the district where purchased for one year next preceding the date of sale, and that none of the above-mentioned diseases have existed among them, nor among any animals of the kind with which they have come in contact, for one year last past, and that no inoculation has been prac-

ticed among said animals for the past two years. Also by an affidavit from the importer or his agent supervising the shipment, stating that they have not passed through any district infected with contagious diseases affecting said kind of animals; that they have not been exposed in any possible manner to the contagion of any of said contagious diseases, and that the animals, when not driven, have been shipped in clean and disinfected cars and vessels direct from the farm where purchased.

4. The foregoing certificate and affidavits must accompany said animals and be presented to the collector of customs at the port of entry, and by him be delivered to the inspector of the Bureau of Animal Industry stationed at said port, to allow them to be imported into the United States.

5. All neat cattle imported into the United States from any part of the world except Mexico, Central and South America, shall be subject to a quarantine of ninety days, counting from date of arrival at the quarantine station. All sheep and other ruminants and swine from any part of the world except North, Central, and South America shall be subject to a quarantine of fifteen days, counting from date of arrival at the quarantine station.

6. Any person contemplating the importation of animals from any part of the world except North, Central, and South America, or of cattle from the Dominion of Canada, must first obtain from the Secretary of Agriculture two permits, one stating the number and kind of animals to be imported, the port and probable date of shipment, which will entitle them to clearance papers on presentation to the American consul at said port of shipment; the other stating the port at which said animals are to be landed and quarantined and the approximate date of their arrival, and this will assure the reception of the number and kind specified therein at the port and quarantine station named at the date prescribed for their arrival, or at any time during three weeks immediately following, after which the permit will be void. These permits shall in no case be available at any port other than the one mentioned therein. Permits must be in the name of the owner of, or agent for, any one lot of animals. When more persons than one own a lot of animals for which permits have been issued, a release from quarantine will be given each owner for the number and kind he may own, and this release will be a certificate of fulfillment of quarantine regulations. Permits will be issued to quarantine at such ports as the importer may elect, so far as facilities exist at such port, but in no case will permits for importation at any port be granted in excess of the accommodations of the Government quarantine station at such port. United States consuls should give clearance papers or certificates for animals from their districts intended for exportation to the United States only upon presentation of permits as above provided, with dates of probable arrival and destination corresponding with said permits, and in no case for a number in excess of that mentioned therein. When such shipments originate in the interior of a foreign country, these permits should be submitted to the consul of that district and through the forwarding agent to the consul at the port of embarkation.

7. Cattle and sheep from the Dominion of Canada for export from the United States may be entered at the ports of Island Pond and Beecher Falls, Vt., in bond for Portland, Me., for export from the latter port only, provided said animals are accompanied by the health certificate and affidavits required by section 3; and provided further, that suitable pens are furnished by the railroad companies at the ports of entry for their unloading and proper inspection.

8. All animals imported into the United States shall be carefully inspected by an inspector of the Bureau of Animal Industry, and all animals found to be free from disease and not to have been exposed to any contagious disease shall be admitted into the United States, subject to the provisions for quarantine as established in paragraph 5. Whenever any animal is found to be affected with a contagious disease, or to have been exposed to such disease, said animal, and all animals that have been in contact with, or exposed to, said animal, will be placed in quarantine, and the inspector quarantining the same shall report at once to the Chief of the Bureau of Animal Industry, who will direct whether or not said animals quarantined shall be appraised and slaughtered, as provided by section 8 of the act under which these regulations are made. All animals quarantined by reason of disease or exposure to disease shall not be admitted to the established quarantine grounds, but shall be quarantined elsewhere, at the expense of the importer, or be dealt with in such a manner as the Chief of the Bureau of Animal Industry shall determine.

9. In case of imported animals proving to be infected, or to have been exposed to infection, such portions of the cargo or the vessel on which they have arrived as have been exposed to these animals or their emanations shall be subjected, under the direction of the inspector of the Bureau of Animal Industry, to disin-

fection in such manner as may be considered by said inspector necessary before it can be landed.

10. No litter, fodder, or other aliment, nor any ropes, straps, chains, girths, blankets, poles, buckets, or other things used for or about the animals, and no manure shall be landed, excepting under such regulations as the inspector shall provide.

11. On moving animals from the ocean steamer to the quarantine grounds they shall not be unnecessarily passed over any highways, but must be placed on cars at the wharves, or removed to the cars on a boat which is not used for conveying other animals. If such boat has carried animals within three months, it must be first cleaned and then disinfected under the supervision of the inspector, and after the conveyance of the imported animals the boat must be disinfected in the same manner before it may be again used for the conveyance of animals. When passage upon or across the public highway is unavoidable in the transportation of animals from the place of landing to the quarantine grounds, it must be under such careful supervision and restrictions as the inspector may, in special cases, direct.

12. The banks and chutes used for loading and unloading imported animals shall be reserved for such cattle, or shall be cleansed and disinfected as above before being used for such imported cattle.

13. The railway cars used in the transportation of animals to the quarantine grounds shall be either cars reserved for this exclusive use or box cars not otherwise employed in the transportation of animals or their fresh products, and after each journey with animals to the quarantine grounds they shall be disinfected by thorough cleansing and disinfection under the direction of the inspector.

14. While animals are arriving at the quarantine stations, or leaving them, all quarantine stock in the yards adjoining the alleyways through which they must pass shall be rigidly confined to their sheds. Animals arriving by the same ship may be quarantined together in one yard and shed, but those coming on different ships shall in all cases be placed in separate yards.

15. The gates of all yards of quarantine stations shall be kept locked, except when cattle are entering or leaving quarantine.

16. The attendants on animals in particular yards are forbidden to enter other yards and buildings, unless such are occupied by stock of the same shipment with those under their special care. No dogs, cats, or other animals, except those necessarily present, shall be allowed in the quarantine grounds.

17. The allotment of yards shall be under the direction of the inspector of the port, who shall keep a register of the animals entered with description, name of owner, name of vessel in which imported, date of arrival and release, and other important particulars.

18. The inspector shall see that water is regularly furnished to the stock, and the manure removed daily, and that the prescribed rules of the station are enforced.

19. Food and attendance must be provided by the owners of the stock quarantined. Employees of such owners shall keep the sheds and yards clean, to the satisfaction of the inspector.

20. "Smoking" is strictly forbidden within any quarantine inclosure.

21. No visitor shall be admitted to the quarantine station without special written permission from the inspector. Butchers, cattle dealers, and their employees are especially excluded.

22. No public sale shall be allowed within the quarantine grounds.

23. The inspector shall, in his daily rounds, as far as possible, take the temperature of each animal, commencing with the herds that have been longest in quarantine and ending with the most recent arrivals, and shall record such temperatures on lists kept for the purpose. In passing from one herd to another he shall invariably wash his thermometer and hands in a weak solution (1 to 100) of carbolic acid.

24. In case of the appearance of any disease that is diagnosed to be of a contagious nature, the inspector shall notify the Chief of the Bureau of Animal Industry, who shall visit the station personally or send an inspector, and on the confirmation of the diagnosis the herd shall be disposed of according to the gravity of the affection.

25. The yard and shed in which such disease shall have appeared shall be subject to a thorough disinfection. Litter and fodder shall be burned. Sheds, utensils, and other appliances shall be disinfected as the inspector may direct. The yard, fence, and manure box shall be freely sprinkled with a strong solution of chloride of lime. The flooring of the shed shall be lifted and the whole shall be left open to the air and unoccupied for three months.

26. In case of the appearance of any contagious disease the infected herd shall be rigidly confined to its sheds, where disinfectants shall be freely used, and the

attendants shall be forbidden all intercourse with the attendants in other yards, and with persons outside the quarantine grounds.

J. STERLING MORTON, *Secretary.*

[The designation of the ports named in the foregoing regulations as quarantine stations was approved by the Secretary of the Treasury on the 16th day of October, 1890, as provided by section 8 of the act of Congress approved August 30, 1890, providing for inspection of meats and animals.]

Regulations for the safe transport of cattle from the United States to foreign countries.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY,
Washington, D. C., February 18, 1895.

Pursuant to the authority vested in the Secretary of Agriculture by virtue of the act of Congress approved March 3, 1891, entitled "An act to provide for the safe transport and humane treatment of export cattle from the United States to foreign countries, and for other purposes," the following regulations are hereby prescribed for vessels engaged in the transportation of cattle from the United States to foreign countries, and all previous regulations for similar export transportation are hereby rescinded:

1. Upon receipt of information from owners, agents, or master of any vessel desiring to transport cattle from any port in the United States, the Secretary of Agriculture will direct the inspector in charge of the port from which said vessel is to clear to examine said vessel, and if the same has complied with the regulations hereinafter prescribed a clearance will be authorized by the inspector.

SPACE.

2. Cattle or sheep must not be carried on any part of the vessel where they will interfere with the proper management of the vessel, or with the efficient working of the necessary lifeboats, or with the requisite ventilation of the vessel. Cattle must have 6 feet vertical space on all decks, free of all obstructions.

3. Cattle carried on the upper or spar deck must be allowed a space of 2 feet 6 inches in width by 8 feet in depth per head. Cattle loaded between decks must be allowed a space of 2 feet 8 inches in width by 8 feet in depth, except in the case of regular cattle ships with satisfactory ventilation which may fit with an allowance of 2 feet 6 inches in width. No more than four head of cattle will be allowed in each pen, except at the end of a row, where five may be allowed together: *Provided, however*, That cattle under 1,000 pounds in weight may be allowed a width of 2 feet 3 inches.

4. Vessels will be allowed to carry three deck loads of cattle, but where it is desired to carry cattle on the lower or steerage deck, it must in all cases be fitted at 2 feet 8 inches by 8 feet per head, and no cattle allowed upon hatches. Special permission for carrying cattle on steerage deck must be obtained from the inspector, which will be granted in cases where said deck is provided with sufficient ventilation, as hereinafter prescribed.

UPPER DECKS.

5. No cattle or sheep shall be allowed on the poop deck or within 20 feet of the breakwater on the spar deck between the 1st of October and the 1st of April. If cattle are carried on the bridge deck, proper runways shall be provided for loading and unloading.

(*a*) No cattle shall be carried on the upper decks where the outside rails measure less than 3 feet in height from the deck, nor from October 1 to April 1 upon steamers having free boards which measure less than 5 feet 6 inches vertical space (winter mark).

(*b*) When cattle are carried upon the upper decks strong breakwaters shall be erected at each end and on both sides. Permanent fittings may be constructed either of iron or wood, as hereinafter provided.

UPPER-DECK FITTINGS.

6. *Stanchions, wooden.*—Stanchions, at least 6 feet 4 inches high, must be of good sound spruce or yellow-pine lumber, 4 by 6 inches, placed at proper distances

from centers, against the ship's rail and inside stanchions, in their proper place directly in line with outboard stanchions, to be set up so that the 6-inch way of the stanchions shall set fore and aft. A proper tenon shall be cut on the head of the same to receive the thwart-ship beam; the tenon not to be less than 3 inches in length and the shoulder not less than 2¼ inches on each side of the stanchion, thus leaving the tenon 1½ inches thick. A piece of 2 by 3 inch or 2-inch plank shall be fastened to the outside of stanchion and run up to underneath rail to chock stanchion down and prevent lifting when beam is sprung to crown of deck. Open-rail ships shall be blocked out on backs of stanchions fair with the outside of rails to receive the outside of planking. Where upper-deck fittings are not permanent, the heels of outside stanchions shall be secured by a bracing of 2 by 3 inch sound lumber from the back of each stanchion to shear streak or waterway, the heels of inside stanchions being properly braced from and to each other. Bulwark stanchions must also be extra stanchioned by raking shores running diagonally from the top of the stanchions to the deck.

(*a*) *Stanchions, iron.*—These may be used in place of wooden stanchions, and shall be not less than 2 inches in diameter, set in iron sockets above and below and fastened with ⅝-inch bolts.

(*b*) *Hook bolts or clamps.*—Hook bolts or clamps must be made of ⅝-inch wrought iron, with hook on outboard end, and thread and nut on inboard end, to pass over and under rail and through outboard stanchion and set up on the inside of same with a nut. These bolts may be double or single. If double then no thread or nut is necessary, but the stanchion will lie shipped through it, thus double hooking the rails. This will be found very useful where funnels or other deck fittings come in the way of beams passing from side to side of ship.

(*c*) *Beams.*—Beams must be of good sound spruce or yellow pine lumber 3 by 6 inches, to run clear across the ship's beam where practicable. Should any house or deck fittings be in the way, then butt up closely to the same. These beams shall have a 1½ by 4 inch mortise to receive the tenon of each and every stanchion, and to take the same crown as deck of ship by springing down to shoulder of outside stanchions, and to be properly pinned or nailed to tenon, and wedged tightly afterwards. The mortises shall be cut not less than 6 inches from outside ends of beams and a piece nailed on outside of same, and trimmed off fair with beam ends to prevent splitting.

(*d*) *Diagonal braces from stanchions to beams.*—Diagonal braces shall be fastened on each stanchion on both sides of same, running up to top side of beam, and properly secured by well nailing to both stanchion and beam.

(*e*) *Headboards.*—Headboards shall be not less than 2 by 10 or 3 by 8 inches, of good, sound spruce or yellow-pine lumber, and secured to every stanchion by ⅝-inch screw bolts passing through same and set up on same with a nut. Where headboards butt on the stanchions, a piece of iron ¼ inch thick and 3 inches square shall be placed over the boards like the butt strap. These headboards can be placed on either side of the stanchion. All headboards shall have 1¼-inch holes bored through them at proper distances to tie the animals.

(*f*) *Head pipes.*—In place of wooden headboards, two wrought-iron pipes not less than 2 inches in diameter may be used, placed 8 inches apart, said head pipes to be made continuous by having a wrought-iron threaded collar securely fastened on the end of each length of pipe into which the next length may be inserted or screwed, both head pipes to be held in place by means of heavy wrought-iron straps bolted to each stanchion by four ⅝-inch bolts, the lower head pipe being fitted with movable clamps holding a ring of suitable size, to which cattle may be tied, said clamps to be set at the proper distance apart in accordance with the regulations, and fastened to the pipe with screws.

(*g*) *Footboards.*—Footboards shall be of the same material as headboards, properly nailed or bolted to stanchions on the inside of same.

(*5*) *Division boards.*—Division boards shall be of 2 by 8 inch sound spruce or yellow pine lumber, fitted so as to be removable at any time, and so arranged as to divide the animals into lots of four, thus making compartments for this number all over the vessel. These division boards shall be fitted perpendicularly.

(*i*) *Flooring.*—Where flooring is required it shall be of 1-inch spruce boards, laid fore and aft on ships with wooden decks. Iron-decked ships shall be sheathed with 2-inch spruce or yellow pine, or with 1-inch spruce; but if 1-inch lumber is used, the footlocks shall be 3 by 4 inches, to be laid so that they will properly secure the 1-inch boards, thus preventing them from slipping and at the same time acting as foot locks by showing a surface of 2 by 4 inches to correspond with the 2 by 3 inches. It is optional with the owners whether they permit sheathing to be used on their ships with wooden decks, or whether they allow foot locks to be secured to the deck. But on iron decks it is absolutely necessary (if permanent foot locks are not down) to sheath them before putting down the foot locks, in

order to fasten same. Cement may be used instead of wood sheathing and foot locks molded in same. If the flooring is raised on any of the decks, it shall be not less than 2 inches thick with scantlings 2 by 3 inches thick, laid athwartships on the deck, not over 18 inches apart, with 2-inch plank for flooring nailed to them.

(*k*) *Foot locks.*—Foot locks shall be of good, sound spruce or yellow-pine lumber, or hard wood, size 2 by 3 inches or 3 by 4 inches, laid fore and aft, placed 12 inches, 14 inches, 2 feet 2 inches, and 14 inches apart, the first one distant 12 inches from inside of footboard, filled in athwartships opposite each stanchion, properly secured to sheathing or deck, and secured by a batten of spruce or yellow pine 2 by 3 inches thick, to go over all from stanchion to stanchion. When troughs are used, foot locks will be placed 17, 16, 22, and 16 inches apart.

(*l*) *Outside planking.*—All outside planking on open and closed railed ships must be properly laid fore and aft of ship, and nailed to the backs of stanchions as close as possible for the cold season, and for the warmer months the top-course planking shall be left off fore and aft of ship, in order to allow a free circulation of air. Nothing less than 2-inch spruce or 1½-inch yellow pine is to be used for this purpose.

(*m*) *Planking of shelter deck to be erected on all exposed decks.*—The planks to form the shelter deck, which must be erected on all exposed decks, shall be laid with 2-inch sound spruce or yellow-pine lumber sufficient to cover cattle. These planks shall be laid as closely as possible and well nailed to the beams, thus making a good deck from which to work the ship's gear.

(*n*) *Nails.*—No nails less than 20 penny shall be used in foot locks, or where 2-inch material is used. Twelve-penny nails can be used in 1½-inch plank and under.

UNDER-DECK FITTINGS.

(*o*) *Stanchions.*—Stanchions shall be at least 6 feet 4 inches high and of good sound spruce or yellow-pine lumber, 4 by 6 inches, set up at proper distances from centers, so that the 6-inch way of same shall stand fore and aft, and jammed in tight between the two decks, properly braced on head and from side to side of ship. This bracing shall be of 2 by 3 inch spruce or yellow pine, and be properly butted against each stanchion. Where it is found impracticable to run these braces across ship, by reason of hatches, etc., coming in the way, they shall be well braced from hatch combings and from the obstruction which prevents running braces from side to side. The heads of these stanchions shall be braced fore and aft by 2 by 3 inch pieces well nailed on each stanchion and running fore and aft close up to the lower edge of the ship beams, and butted at each end of compartment and against themselves, or chocked in underneath beam and well nailed to heads of stanchions. If upper and lower decks are wood, then the stanchions set up between decks may be secured by well cleating to each deck at heads and heels of same.

(*p*) *Headboards.*—Headboards shall be of the same dimensions and same lumber as those on the upper deck and fastened in the same manner, with 1¼-inch holes bored at right distances to tie animals.

(*q*) *Footboards.*—Footboards shall be of the same dimensions and same lumber as those on the upper deck, and fastened in the same manner.

(*r*) *Division boards.*—Division boards shall be fitted perpendicularly, and arranged so that they divide the animals into pens of four, or, at end of row, into pens of five.

(*s*) *Flooring.*—Where ships have decks of wood it shall be optional with owners whether they have boards put down to protect decks or whether they allow the foot locks to be nailed to the ship's deck. (Permanent foot locks may be put down.) If the decks are of iron, then wooden flooring must be laid either of 2-inch spruce with 2 by 3 inch foot locks or of 1-inch spruce with 3 by 4 inch foot locks, same as provided for upper decks. Cement may also be used instead of wood flooring, molding the foot locks in their proper places between same.

(*t*) *Foot locks.*—Foot locks may be put down of any hard wood and any size over 2 by 3 inches, but nothing under this size shall be used. They should be laid fore and aft of ship at distances mentioned in upper-deck fittings, and be well fastened to either deck or flooring, or to themselves, and properly filled in athwartships between stanchions, same as on upper deck.

(*u*) *Troughs.*—Suitable troughs may be formed on the footboards about 12 inches wide, when required, by nailing footboards on outside of stanchion and fitting up on the inside.

(*v*) *Casing for steering gear.*—A suitable casing must be placed over the ship's steering gear when found necessary.

(*w*) *Alleyways.*—Alleyways between the pens must not be less than 18 inches, free of all obstructions. One or more alleyways, at least 18 inches wide, must be left on each side of decks, so that the scuppers can be readily reached and kept clean.

VENTILATION.

7. Each cattle compartment not exceeding 50 feet in length must have at least four bell-mouthed ventilators, of not less than 18 inches inside diameter, and with tops exceeding 7 feet in height, two situated at each end of the compartment. Compartments over 50 feet long must have additional ventilators of same dimensions or efficient fans.

8. When it is desired to carry cattle upon the third deck a special permit must be obtained from the inspector of the port. The vessel must be fitted as hereinbefore specified and properly lighted and ventilated. One set of ventilators should be trimmed to the wind and another set in the opposite direction. They should be tested previous to issuance of permit and should be kept in easy working order.

9. Suitable arrangements shall be made to provide at all times sufficient light for the proper tending of all animals.

10. No cattle shall be loaded along the alleyways by engine room unless the side of said engine room is covered by 1½-inch grooved-and-tongued lumber, making a 3-inch air space.

HATCHES.

11. No cattle shall be loaded upon hatches on decks above cattle, nor upon third-deck hatches when cattle are carried upon such decks, nor shall any merchandise, freight, or food for cattle be loaded upon said hatches, but said hatches shall at all times be kept clear.

(*a*) No cattle shall be loaded upon any hatch where the combings exceed 18 inches in height, and between deck hatches shall have not less than 6 feet vertical space between the beams overhead and the hatch combings underfoot for cattle with horns, and 5 feet 6 inches vertical space for cattle without horns.

(*b*) In loading cattle on upper decks four of the largest hatches shall be kept free of cattle, one hatch forward, one aft, and two amidships, so that the intervening spaces will be proportioned as equally as possible. Cattle may be placed upon hatches in excess of this number.

(*c*) Not more than two days' feed for cattle shall be allowed to be carried on deck; this shall be properly covered and shall be the first feed used.

12. All vessels shall carry hogsheads of not less than 400 gallons total capacity for each 100 head of cattle, and these shall be filled with fresh water before sailing and refilled as emptied.

(*a*) Each vessel shall carry water condensers which are in good working order and of sufficient capacity to provide 8 gallons of fresh, cold water each 24 hours for each head of cattle.

13. Cattle or sheep suffering from broken limbs or other serious injuries during the voyage shall be slaughtered by the captain of the vessel.

14. The employment of all cattle attendants shall be under the control of owners or agents of steamships, and men so employed shall be reliable and signed as part of the ship's crew, and under the control of the captain of the said vessel. They shall be furnished with well-lighted and well-ventilated quarters—as good as the same accommodations furnished for the crew of the ship. An experienced foreman shall be in charge of each shipload of cattle, and not less than one-half of the cattle attendants must be experienced men who have made previous trips with cattle. There shall be one cattle attendant for each 35 head of cattle upon steamers having water pipes extending the entire length of both sides of compartments, and upon steamers not so fitted there shall be one attendant for each 25 head of cattle shipped.

15. Cattle shall be tied with ⅞-inch rope, which shall not be used more than once, and must be made from manila or sisal. Any head ropes returned to the United States shall be immediately seized and destroyed by the inspector of the port.

16. False decks upon which cattle are loaded must be removed and the manure and dirt cleaned from underneath before receiving another load of cattle.

SHEEP.

17. *Attendants.*—There shall be one experienced man in charge of each 150 sheep during the winter months, and one to each 200 sheep during the summer months.

(*a*) *Pens.*—Sheep pens should not exceed 20 feet by 8 feet where two tiers are carried, and each tier shall have a clear vertical space of not less than 3 feet. During the summer months sheep shall not be loaded in tiers between decks, but during the winter months two tiers may be placed in each wing and only one tier amidships.

(*b*) *Flooring stanchions.*—When the pens are built for two tiers of sheep, the flooring between the tiers shall be laid with tongued and grooved boards, the stanch-

ions shall be of 4 by 6 inch spruce lumber, and shall be secured to the beams overhead by angle braces similar to cattle fittings.

Outside planking shall be of 2-inch spruce or 1½-inch yellow-pine lumber, secured to 4 by 6 inch spruce stanchions, with hook bolts similar to cattle fittings.

(*c*) *Alleyways.*—Athwartship alleyways not less than 18 inches wide in the clear shall be left between each pen, and fore and aft alleyways in front of each pen, having hay racks and water-tight troughs on three sides. When two tiers of sheep are carried, the fore and aft alleyways shall be 2 feet wide clear of all obstructions.

(*d*) *Space.*—The space for each full-grown sheep shall be 4 feet long by 14 inches wide, and for lambs or sheep under 100 pounds weight 4 feet by 12 or 13 inches, two rows of sheep standing in the 8 feet width of pen.

18. No vessel shall be allowed to take on board any cattle or sheep unless the same have been at the port of embarkation at least 24 hours before the vessel sails, except in special cases and by direction of the inspector, nor until the loading of the other cargo has been completed.

19. The inspector may, in case he finds that any of the fittings are worn, decayed, or appear to be unsound, require the same to be replaced before he authorizes the clearance of the vessel. He will also supervise the loading of cattle and see that they are properly stowed and tied, and that all the requirements of these regulations have been complied with.

J. STERLING MORTON, *Secretary.*

AN ACT to provide for the safe transport and humane treatment of export cattle from the United States to foreign countries, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture is hereby authorized to examine all vessels which are to carry export cattle from the ports of the United States to foreign countries, and to prescribe by rules and regulations or orders the accommodations which said vessels shall provide for export cattle, as to space, ventilation, fittings, food, and water supply, and such other requirements as he may decide to be necessary for the safe and proper transportation and humane treatment of such animals.

SEC. 2. That whenever the owner, owners, or master of any vessel carrying export cattle shall willfully violate or cause or permit to be violated any rule, regulation, or order made pursuant to the foregoing section, the vessel in respect of which such violation shall occur may be prohibited from again carrying cattle from any port of the United States for such length of time, not exceeding one year, as the Secretary of Agriculture may direct, and such vessel shall be refused clearance from any port of the United States accordingly.

Approved March 2, 1891.

Special order concerning importation of cattle from Mexico.

DEPARTMENT OF AGRICULTURE, OFFICE OF THE SECRETARY,
Washington, D. C., April 15, 1895.

It is hereby ordered that the regulations of this Department issued February 5, 1895, defining the quarantine line on account of Texas or splenetic fever, and the regulations of February 11, 1895, concerning the importation of animals into the United States, be modified so far as they relate to the admission of Mexican cattle into the United States as follows:

Mexican cattle which have been inspected by an inspector of this Department and found free from any infectious or contagious disease may be admitted into that portion of the State of California south and west of the said quarantine line through the port of San Diego, and into that portion of the State of Texas south and east of the said quarantine line through the ports of Eagle Pass and Laredo, for grazing or for immediate slaughter. Cattle may be admitted through the port of El Paso for immediate slaughter only. In all cases where cattle are admitted for immediate slaughter they shall be shipped by rail or boat to the point of destination.

On and after May 1, 1895, cattle will be admitted at the port of Brownsville, Tex., for grazing and immediate slaughter.

J. STERLING MORTON, *Secretary.*

Regulations for the inspection of live stock and their products.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY,
Washington, D. C., June 14, 1895.

The following rules and regulations are hereby prescribed for the inspection of live cattle, sheep, hogs, and their carcasses by virtue of the authority conferred upon the Secretary of Agriculture under the provisions of the act of Congress approved March 3, 1891, entitled "An act to provide for the inspection of live cattle, hogs, and the carcasses and products thereof which are the subjects of interstate commerce, and for other purposes," and amendments thereto approved March 2, 1895, and will supersede all former regulations for the inspection of live stock and their products.

1. The proprietors of slaughterhouses, canning, salting, packing, or rendering establishments engaged in the slaughter of cattle, sheep, or swine the carcasses or products of which are to become subjects of interstate or foreign commerce shall make application to the Secretary of Agriculture for inspection of said animals and their products.

2. The said application must be in writing, addressed to the Secretary of Agriculture, Washington, D. C., and shall state the location and address of the slaughterhouse or other establishment, the kind of animals slaughtered, the estimated number of animals slaughtered per week, and the character and quantity of the products to go into interstate or foreign commerce from said establishment; and the said applicant in his application shall agree to conform strictly with all lawful regulations or orders that may be made by the Secretary of Agriculture for carrying on the work of inspection at such establishment.

3. The Secretary of Agriculture will give said establishment an official number, by which all its inspected products shall thereafter be known, and this number shall be used both by the inspectors of the Department of Agriculture and by the owners of said establishment to mark the products of the establishment, as hereinafter prescribed.

4. The Secretary of Agriculture will designate an inspector to take charge of the examination and inspection of animals and their products for each establishment which has been officially numbered, and will detail to such inspector such assistants or other employees as may be necessary to properly carry on the work of inspection at said establishment. The inspector and all employees under his direction shall have full and free access to all parts of the building or buildings used in the slaughter of animals and the conversion of their carcasses into food products.

(*a*) Each employee engaged in inspection under these regulations will be furnished with a numbered badge, which must be worn in a conspicuous manner while in the performance of his official duties, and which must not be allowed to leave his possession.

(*b*) Each employee furnished with a badge must deposit with the inspector in charge a receipt for the said badge and the sum of $2, which amount must be transmitted by New York draft (without expense to the Department), together with the said receipt, to the Chief of Bureau of Animal Industry and be duly receipted for by the disbursing clerk of the Department, who will be the custodian of this guarantee fund. On return of this receipt and badge, by the employee at the expiration of his service, the deposit shall be immediately refunded to him.

5. An ante-mortem examination of all animals arriving at the stock yards for slaughter shall be made when they are weighed, or if not weighed this inspection shall be made in the pens. Any animal found to be diseased or unfit for human food shall be marked by placing in the ear a metal tag bearing "U. S. Condemned" and a serial number. Such condemned animals shall be placed in pens set apart for this purpose and removed only by a numbered permit, signed by the inspector, to an abattoir or rendering works designated by the said inspector, where they shall be killed, under the supervision of an employee of the Bureau of Animal Industry, and rendered in such manner that their products will be made unfit for human food.

Animals rejected on account of their pregnant or parturient condition must be held in the said pens during gestation and for ten days thereafter, unless removed by permit, either for stockers or for rendering in the manner above specified.

6. The inspector in charge of said establishment shall carefully inspect all animals in the pens of said establishment about to be slaughtered, and no animal shall be allowed to pass to the slaughtering room until it has been so inspected. All animals found on either ante-mortem or post-mortem examination to be affected as follows are to be condemned and the carcasses thereof treated as indicated in section 7:

(1) Hog cholera.
(2) Swine plague.
(3) Charbon or anthrax.
(4) Rabies.
(5) Malignant epizootic catarrh.
(6) Pyæmia and septicæmia.
(7) Mange or scab in advanced stages.
(8) Advanced stages of actinomycosis or lumpy jaw.
(9) Inflammation of the lungs, the intestines, or the peritoneum.
(10) Texas fever.
(11) Extensive or generalized tuberculosis.
(12) Animals in an advanced state of pregnancy or which have recently given birth to young.
(13) Any disease or injury causing elevation of temperature or affecting the system of the animal to a degree which would make the flesh unfit for human food.

Any organ or part of a carcass which is badly bruised or affected by tuberculosis, actinomycosis, cancer, abscess, suppurating sore, or tapeworm cysts must be condemned.

7. The inspector or his assistant shall carefully inspect at the time of slaughter all animals slaughtered at said establishment and make a post-mortem report of the same to the Department. The head of each animal shall be held until the inspection of the carcass is completed in order that it may be identified in case of condemnation of the carcass. Should the carcass of any animal on said post-mortem examination be found to be diseased and unfit for human food, the said carcass shall be marked with the yellow condemnation tag, and the diseased organ or parts thereof, if removed from said carcass, shall be immediately attached to same. The entire carcass shall be at once removed, under the supervision of the inspector or that of some other reliable employee of the Department of Agriculture, to tanks on the premises, and deposited therein, and rendered in such manner as to prevent its withdrawal as a food product. Should the establishment have no facilities for thus destroying the said carcass, it must be removed from the premises by numbered permit from the inspector, to rendering works designated by him, and there destroyed under his supervision in such a manner as to make it unsalable as edible meat.

(*a*) Carcasses may be taken to the cooling rooms after marking with the yellow condemnation tag, in cases where only a portion of the carcass is condemned, and when such portion can not be removed without damage to the carcass, until it is properly chilled. After chilling, the condemned portions must be cut out and removed to the tank as provided for whole carcasses. Condemned parts that can be removed without damage to the carcass must be tanked immediately after condemnation.

(*b*) The inspector or the employee detailed for such purpose must remove the numbered stub of the condemnation tag at the time of placing the carcass or parts of carcass in the tanks and return it to the office of the inspector in charge with a report as to the number of carcasses or parts of carcasses destroyed, the reason for destruction, and also state that they were tanked in his presence.

(*c*) Should the owners of such condemned carcasses not consent to the foregoing disposition of them, then the inspectors are directed to brand the word "Condemned" upon each side and quarter of said carcasses, and keep a record of the kind and weight of the carcasses, and they shall, under supervision of the inspector, be removed from the packing house where meats are prepared and stored for the interstate and foreign trade; and said firm or corporation shall forward, through the inspector, to the Secretary of Agriculture a sworn statement monthly, giving in detail the disposition of the carcasses so condemned, and, if the same have been sold, showing to whom, whether for consumption as food or otherwise, with what knowledge, if any, by the purchasers of their condemnation by this Department, and whether or not before such sale said carcasses have been cooked or their condition at the time of inspection by this Department altered, and, if so, in what way.

The inspectors shall, when authorized by the Secretary of Agriculture, give notice by publication to the express companies and common carriers at the place of condemnation, of the fact of condemnation, giving the name of the owner of such carcasses, the time and place of slaughter and the reason for rejection, and a description of the carcasses, and warning them not to transport them out of the State.

8. All persons are warned against removing the tags so attached to condemned carcasses, and are notified that they will be prosecuted under the acts of Congress of March 3, 1891, and March 2, 1895, for any such attempt to tamper with the device for marking condemned carcasses or parts of carcasses as prescribed by the preceding regulation.

9. Carcasses or parts of carcasses which leave said establishment for interstate or export trade will be tagged by the inspector, or an employee designated by him,

with a numbered tag issued by the Department of Agriculture for this purpose, and a record of the same will be sent to the Department at Washington.

(*a*) Carcasses or parts of carcasses which go into the cutting room of an abattoir, and those which are cut up for the local market, or are used for canning purposes, must not be tagged. Those which are to be shipped from one abattoir to another for canning purposes must not be tagged; and the inspector in charge of the abattoir to which the shipment is consigned, in sealed cars, must be notified of the said shipment, including the number and initials of the said cars and the routes traversed by them.

10. Each article of food products made from inspected carcasses must bear a label containing the official number of the establishment from which said product came, and also contain a statement that the same has been inspected under the provisions of the act of March 3, 1891.

(*a*) A copy of said label must be filed at the Department of Agriculture, Washington, D. C., and, after filing, said label will become the mark of identification showing that the products to which it has been attached have been inspected, as provided by these rules and regulations; and any person who shall forge, counterfeit, alter, or deface said label will be prosecuted under the penalty clause of section 4 of the act of March 3, 1891, as amended in the act of March 2, 1895.

(*b*) Each package to be shipped from said establishment to any foreign country must have printed or stenciled on the side or on the top by the packer or exporter the following:

FOR EXPORT.

(*a*) Official number of establishment.
(*b*) Number of pieces or pounds.
(*c*) Trade-mark.

In case said package is for transportation to some other State or Territory, or to the District of Columbia, in place of the words "For export" the words "Interstate trade" shall be substituted.

(*c*) The letters and figures in the above print shall be of the following dimensions: The letters in the words "For Export" or the words "Interstate Trade" shall not be less than three-fourths of an inch in length, and the other letters and figures not less than one-half inch in length. The letters and figures affixed to said package shall be black and legible, and shall be in such proportion as the inspector of the Department of Agriculture may designate.

11. The inspector of the Department of Agriculture in charge of said establishment, being satisfied that the articles in said packages came from animals inspected by him, and that they are wholesome, sound, and fit for human food, shall paste upon said packages meat-inspection stamps, bearing serial numbers.

12. In order that the stamps may be protected, and to insure uniformity in affixing, inspectors will require of the proprietors of abattoirs and packing establishments the adoption of cases suitable for one of the two methods mentioned below:

(*a*) The stamp may be affixed in a grooved space let into the box, of sufficient size to admit it, similar to that required by the Internal Revenue Bureau for the stamping of packages of plug tobacco.

(*b*) Stamps may be placed on either end of the package, providing the sides are made to project at least half an inch to afford the necessary protection from abrasion.

13. The stamp having been affixed, it must be immediately canceled. For this purpose the inspector will use a rubber stamp having five parallel waved lines long enough to extend beyond each side of the stamp on the wood of the package. At the top of said rubber stamp shall be the name of the inspector, and at the bottom the abattoir number. The imprinting from this rubber stamp must be with durable ink over and across the stamp, and in such a manner as not to make the reading matter of the stamp illegible. The stamp having been affixed and canceled it must be immediately covered with a coating of transparent varnish or other similar substance. Orders for inspection stamps and for rubber canceling stamps must be made by the inspector on the Chief of the Bureau of Animal Industry.

14. No stamps will be issued by the inspector except to employees of this Department designated by him to supervise the affixing of said stamps to packages of inspected products, and each employee having charge of this work shall be held personally responsible for the stamps issued to him, and shall make an accurate daily report to the inspector of the use of such stamps, and all unused stamps shall be turned over to the custody of the said inspector or of his clerk at the close of each day's work.

(*a*) Proprietors of abattoirs will supply all the necessary help to affix the stamps, which must be done under the supervision of an employee of the inspector in charge.

(*b*) No stamps shall be allowed to remain loose about the office or the abattoirs, and inspectors are instructed to use such additional safeguards as in their judgment will be necessary to properly account for every stamp issued by them, and to have the work of affixing so carefully supervised that nothing but packages of inspected products will be stamped with the meat-inspection stamp of this Department.

(*c*) Any stamps damaged or not used should not appear upon the reports as having been affixed to packages, but should be returned to the Department and a report made as to the reasons for their return.

These regulations will also apply to meat-inspection tags, or seals, and certificates of inspection.

15. Whenever any package of meat products bearing the inspection stamp shall have been opened and its contents removed for sale, the stamp on said packages must be obliterated.

16. Reports of the work of inspection carried on in every establishment shall be daily forwarded to the Department by the inspector in charge, on such blank forms and in such manner as will be specified by the Department.

17. Whenever an abattoir suspends slaughtering operations, the inspector in charge will promptly furlough without pay, until further orders, all employees whose duties are affected by such suspension, notifying this office of the date of closing down. During said suspension he will retain only such employees as are actually necessary to supervise the shipments of inspected products from said abattoir.

SWINE.

18. The inspection of all swine slaughtered in the United States for both interstate and export trade will be similar in all respects to that of cattle and sheep. (See rules 1 to 17.) It must include a careful antemortem examination of all hogs, as required by rules 5 and 6, and a subsequent post-mortem examination as required by rule 7. A microscopic examination for trichinæ must be required for all swine products exported to countries requiring such examination.

(*a*) No microscopic examination will be made of hogs slaughtered for interstate trade, but this examination will be confined to those intended for the export trade, and only at abattoirs which export pork products to countries requiring a certificate from this Government to secure the admission of such meats. All inspectors issuing certificates for export of pork products which have been microscopically examined will enter upon the same the number of each stamp used, and imprint the words "Microscopically examined in addition to regular inspection" across the face of the certificate.

(*b*) The carcasses of all hogs that are to enter into interstate trade as dressed pork will be tagged in the same manner as beef is now marked for identification. The products of hog carcasses which enter into interstate trade will be stamped in the same manner as are the products of cattle.

(*c*) The purple meat-inspection stamp will be used only upon packages containing products of hog carcasses which have been microscopically examined for shipment to countries requiring such examination.

19. The microscopic inspection of pork intended for export to countries requiring such inspection shall be conducted as follows:

When the slaughtered hog is passed into the cooling room of said establishment, the inspector in charge, or his assistants, will take from each carcass three samples of muscle, one from the "pillar of the diaphragm," one from the psoas muscle, and the other from the inner aspect of the shoulder, and said samples will be put in a self-locking tin box and a numbered tag will be placed upon the carcass from which said samples have been taken, and a duplicate of said tag will be placed in the box with said samples. The boxes containing the samples from the hogs in the cooling room, so tagged, will be taken to the microscopist for such establishment, who shall thereupon cause a microscopic examination of the contents of each box containing samples to be made, and shall furnish a written report to the inspector, giving the result of said microscopic examination, together with the numbers of all carcasses from which samples have been examined.

20. All carcasses reported by the microscopist to the inspector as affected with trichinæ shall at once be removed from the cooling room or cellar of said establishment under the supervision of said inspector, or that of some other reliable employee of the Department of Agriculture, and shall be disposed of in accordance with the provisions of section 7, or they may be rendered into edible lard at a temperature not less than 150° F., or made into cooked meat products if the temperature is raised to the boiling point a sufficient time to thoroughly cook the interior of the pieces.

21. The inspector in charge of the slaughtering or other establishment will issue a certificate of inspection for all carcasses of animals, or the food products thereof, which are to be exported to foreign countries; which certificate will cite the name of the shipper, the date of inspection, and the name of the consignee and country to which said articles are to be exported. Said certificate will also contain the numbers of the stamps attached to the articles to be exported, and will be issued in serial numbers and in triplicate form. One certificate only will be issued for each consignment. One copy thereof will be delivered to the consignor of such shipment, one copy will be attached to the invoice or shipping bill to accompany the same, and be delivered by the transportation companies to the chief officer of the vessel upon which said consignment is to be transported.

(*a*) All names, marks, stamp numbers, imprints, and other writing of any description made upon the certificate of inspection must be copied on the stub of the book of certificates, and be duly signed by the inspector. This stub constitutes the third copy of the certificate, and shall be preserved and forwarded to this Department.

22. Inspectors are requested to notify the municipal authorities of the character of this inspection and to cooperate with them in preventing the entry of condemned animals or their products into the local market.

J. STERLING MORTON, *Secretary.*

Statement of disbursements from the appropriation for the fiscal year ended June 30, 1895.

	Salaries.	Traveling expenses.	Miscellaneous.	Total.
Meat inspection	$323,538.14	$647.43	$31,932.67	$356,118.24
Inspection of stock yards and export cattle	94,246.94	6,109.53	4,149.52	104,505.99
Washington and miscellaneous	26,782.62	228.82	1,916.62	28,928.06
Scientific investigations	25,976.51	900.74	6,702.58	33,579.83
Inspection of import live stock	4,069.00	446.93	26.89	4,542.82
Collection of information	3,060.00	1,738.92	.....	4,798.92
Total	477,673.21	10,072.37	44,728.28	532,473.86

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895.*

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
AT WASHINGTON.									
D. E. Salmon	Chief of bureau	May 31, 1884			$3,000		$4,000.00	$98.61	
		July 1, 1892			1,000				
P. L. Lyles	Chief clerk	June 1, 1893			2,000		2,000.00		
Daniel G. Hatch	Chief inspection division	May 1, 1894			2,000		2,000.00		
A. M. Farrington	Chief division miscellaneous work.	Sept. 1, 1893			1,800		1,800.00		
George A. Bacon	Clerk	July 1, 1893	July 31, 1894		1,800		151.60		
Gaius M. Brumbaugh	do	Dec. 19, 1894			1,600		856.52		
N. H. Egleston	do	Sept. 16, 1894	June 30, 1895		1,600		1,265.22		
Charles P. Salisbury	do	July 1, 1892	Oct. 6, 1894		1,600		291.34		
E. B. Jones	do	July 1, 1894			1,400		1,400.00		
H. H. Gerdes	do	Mar. 1, 1893			1,400		1,400.00		
Mary Sullivan	do	July 1, 1894			1,200		1,200.00		
F. N. Gregory	do	Apr. 19, 1894			1,200		1,200.00		
Mary T. Dent	Typewriter	Mar. 1, 1893			1,200		1,200.00		
Andrew J. Olin	Clerk and typewriter	July 1, 1894			1,000				
Do	do	Sept. 16, 1894			1,200		1,158.07		
Byron P. Turner	Clerk	July 1, 1892	July 31, 1894		1,200		101.10		
Mary G. Marshall	do	Jan. 1, 1890			1,000		1,000.00		
Mary T. Turner	do	July 1, 1893			1,000		1,000.00		
I. C. I. Evans	Copyist, stenographer, and typewriter.	Apr. 14, 1894			840				
Do	Clerk, stenographer, and typewriter.	Jan. 1, 1895			1,000		920.00		
Irving Frickey	Stenographer and typewriter	Apr. 3, 1894			840				
Do	Clerk, stenographer, and typewriter.	Jan. 1, 1895			1,000		920.00		
Joseph Abel	do	June 1, 1895			840		69.20		
Annie F. English	Messenger	Aug. 16, 1893	Aug. 7, 1894		840		86.78		
C. E. Bracey	Assistant messenger	Jan. 5, 1894	Dec. 23, 1894		720		344.40		
Wm. P. Stedman	do	Aug. 1, 1894			720		659.40		
W. L. Titus	do	Jan. 1, 1895			720		360.00		
Mary E. Fagan	Laborer	Aug. 8, 1894			600		538.13		
Isaac S. Pennybacker	do	do	June 30, 1895		600		538.13		
Elisha P. Stout	do	July 16, 1894	July 31, 1894		600		26.09		
Luke Jamieson	do	Dec. 20, 1890	Aug. 9, 1894	*$50.00			64.50		
Maria Smith	do	July 1, 1894	Feb. 15, 1895		240		150.03		
Catherine Baltimore	Charwoman	May 6, 1895			240		36.28		

*Per month.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
AT WASHINGTON—cont'd.									
Eliza Douglass	Charwoman	Feb. 21, 1895	Apr. 30, 1895		$240		$45.83		
Wyckoff, Seamans & Benedict.						Typewriter, stationery, etc			$151.25
United States Express Co.						Expressage			48.72
Hannibal and St. Joseph R. R. Co.						Transportation, D. E. Salmon		$27.75	
Adams Express Co						Expressage			107.79
Washington and Georgetown R. R. Co.						Car tickets			30.00
Public Printer						Bulletin 7—Investigations concerning tuberculosis.			1,094.71
Western Union Telegraph Co.						Telegrams			156.64
W. D. Clark & Co						Cloth cover			1.17
F. P. May & Co						Letter balance			6.00
John C. Parker						Library cards, etc			95.82
Journal of Comparative Medicine.						Subscription for 1894			1.75
Easton & Rupp						Ledger			1.80
Chas. W. Tabler						100 copies Report Bureau of Animal Industry 1891–92.			15.00
R. Carter Ballantyne						5 reams manila paper			11.50
Lawyers' Cooperative Publishing Co.						General Digest, vol. 9			6.00
C. S. Kenfield						Repairing regulator			1.50
J. Baumgarten & Sons						68 badges			30.60
W. L. Zuill						Pathology and Therapeutics of Domestic Animals, 2 volumes.			12.00
Geo. W. Knox Express Co.						Freight			6.22
B. Westermann & Co						Scientific books			65.50
A. E. Foote						Index Medicus, 1 volume			10.00
W. H Lowdermilk & Co						Hurd's Illinois Statutes, etc			6.30
Lea Bros. & Co						American Journal of Medical Sciences.			4.00
Edw. O. Leigh						Certified copy from Kentucky laws.			6.50
George S. Davis						Index Medicus, Vol. XV, Nos. 7–12, and index.			7.00
National Provisioner Publishing Co.						Directory Pork Packing Trade.			10.00

Rural Publishing Co						Rural New Yorker			1.00
Lorion Miller						Certified copy from New Mexico laws.			.90
A. B. McGaffey						Certified copy from Colorado laws.			2.00
Charles M. Bruce						Certified copy from Arizona laws.			4.40
H. R. Kincaid						Certified copy from Oregon laws.			10.25
Chas. B. Murray						Price Current			5.00
J. Harvey Whiteman						Copying laws			2.00
J. H. Sanders Publishing Co.						Breeders' Gazette			2.00
Farmers' Review						Farmers' Review			1.00
Fred A. Schmidt						1 picture mat			.30
D. McCuaig						Traveling expenses		102.46	
						Total $28,928.06	26,782.62	228.82	1,916.62
SCIENTIFIC INVESTIGATIONS.									
Theobald Smith	Chief, division animal pathology.	July 1, 1890	May 15, 1895		2,250		1,965.67	58.25	17.89
E. A. de Schweinitz	Chemist	July 1, 1891			2,000		2,000.00	63.20	16.85
V. A. Moore	Assistant, division animal pathology.	July 1, 1892			1,800				
Do	Chief, division animal pathology.	May 16, 1895			2,250		1,856.83	46.05	2.94
V. A. Norgäard	Veterinary inspector	Feb. 1, 1893			1,800		1,800.00	169.37	
E. C. Schroeder	Superintendent, experiment station.	July 1, 1894			1,800		1,800.00		58.90
C. W. Stiles	Assistant, division animal pathology.	July 1, 1892			1,600		1,600.00	110.50	1.33
Cooper Curtice	Live-stock agent	Sept. 15, 1894			1,600		1,269.57	129.09	
Albert Hassall	Veterinary inspector	July 1, 1892			1,400		1,400.00	21.18	
Chas. F. Dawson	Expert laboratory assistant	Nov. 10, 1893			1,200		1,200.00	47.25	
Marion Dorset	Expert assistant chemist	Aug. 1, 1894			1,200		1,098.90		
James A. Emery	Assistant chemist, laboratory	Sept. 1, 1893			1,000		1,000.00		
Mary N. Barnard	Clerk, laboratory	July 1, 1890			1,000		997.22		
W. E. Cotton	Assistant, experiment station	Sept. 22 1893			900		900.00	26.75	11.60
Thomas B. Reamy	Messenger, laboratory	July 1, 1893			840		840.00		
Wm. H. Bradford	Laborer, experiment station	Feb. 1, 1891	Apr. 30, 1895		840		692.28	16.00	
F. M. Angelo	Fireman, laboratory	Dec. 14, 1894			600				
Do	do	Mar. 1, 1895	Mar. 15, 1895		720		157.65		
James R. Stewart	Laborer, laboratory	July 1, 1892	June 30, 1895		720		720.00		
H. S. Mott	Fireman and watchman	Mar. 15, 1895			720		212.00		
Asa H Kite	Assistant messenger	Jan. 1, 1894			720		720.00		
Hannah Skinner	Laborer, laboratory	Mar. 16, 1894	Mar. 27, 1895		660		482.32		
Lena Bradford	Laborer and messenger	Apr. 1, 1895			660		165.00		
Taylor Trice	Laborer, experiment station	Aug. 1, 1894		*$40.00					
Do	do	Sept. 10, 1894			660		584.66		

* Per month.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
SCIENTIFIC INVESTIGATIONS—continued.									
W. S. Stamper	Laborer, laboratory	May 4, 1894			$600		$600.00		
R. R. Johnson	do	May 16, 1894	Dec. 31, 1894		600		300.00		
J. S. Lee	Fireman, laboratory	July 1, 1894			600		600.00		
C. S. Meyers	Laborer, experiment station	Oct. 16, 1894	Apr. 15, 1895	*$60.00			360.95		
Geo. W. Brett	do	Apr. 16, 1895			600		125.23		
Wm. S. Grant	do	do			600		125.23		
Jennie Jones	Laborer, laboratory	July 1, 1894			400		400.00		
Lee Durham	Laborer			2.00			3.00		
Robert Gair						Folding boxes			$3.12
A. E. Foote						Book			1.00
B. Westermann & Co						Books			29.10
Shoemaker & Busch						Chloroform, sulphuric acid, etc.			47.25
J. Harrison Johnson						Rent, laboratory			1,200.00
Z. D. Gilman						Chemicals, vials, etc			393.29
Alex. Schmid						Jacket files			17.52
Mackall Bros. & Flemer						Chemicals, corks, etc			34.67
Thomas Somerville & Sons						Repairing air pump			20.00
Ernest Betz						Making 2 incubators, etc			198.95
Geo. W. Knox Express Co						Freight			.44
John C. Parker						Card cabinet and type wheel			19.00
W. D. Clark & Co						Batting			1.60
Easton & Rupp						Paper			4.00
J. D. Gatewood						Repairing chair			1.50
Eimer & Amend						Filters, flasks, etc			61.21
E. G. Schafer & Co						25 feet hose			3.65
People's Dispatch Co						Freight			1.01
Mary C. Powers						Making towels			1.00
De Laval Separator Co						Baby separator			100.00
H. W. Rollings						Cover glasses			.70
Edw. S. Schmid						Chickens, rabbits, pigeons			12.00
Bausch & Lomb Optical Co						Squares and mailing boxes			8.10
Southern Rwy. Co						Transportation, Curtice and Dawson.		$74.90	
Wyckoff, Seamans & Benedict.						Repairing typewriter			8.75
F. P. May & Co						Hardware			103.18
Chas. O. Flagg						Butterine, etc			7.97
Woodward & Lothrop						Towels			5.60
J. H. Chesley & Co						Rat traps			2.55

Belt & Dyer						Crown molding			1.20
Georgia R. R. Co						Transportation, Curtice		5.10	
Central R. R. and Banking Co. of Georgia.						do		5.16	
N. V. Randolph & Co						Pamphlet binders			5.40
H. A. Nichols						½ dozen chickens			1.50
Dufur & Co						Wire cages			48.00
L. H. Hopkins						Cabinet locks			1.85
Georgia, Carolina and Northern R. R. Co.						Transportation, Curtice		17.50	
Pennsylvania R. R. Co						Transportation, Curtice, Dawson, Stiles.		46.60	
Charles A. Runk						American Veterinary Review			3.00
Washington Gas Light Co.						Gas			241.50
Wilmarth & Edmonston						Buckets and cups			2.15
E. A. de Schweinitz						Guinea pigs and goat			12.00
Geo. H. Muth & Co						Quill pens			.54
John A. Power						Plumbing			30.00
E. B. Estes & Sons						Boxes			55.00
Dennison Manufacturing Co.						Labels			3.75
Church & Stephenson						Lumber			151.29
J. T. Walker & Sons						Paper			1.50
H. C. Underwood						Slide-lid boxes			19.00
Great Falls Ice Co						Ice			5.10
H. J. Ruppert						Rent of experiment station			600.00
S. S. Daish & Sons						Feed			833.72
Mamie C. Trice						1 dozen pigeons			2.40
Chas. R. Talbert						Feed			9.15
David Pifferling						Cows and sheep			75.00
Edward B. Markham						15 hogs			52.50
Chesapeake and Potomac Telephone Co.						Telephone rental			148.76
Minnis & Martyn						Repairing roof			4.50
Hanrahan Bros						Horseshoeing			1.30
John E. Rodbird						Laying water pipe			35.00
Annie Burnett						Washing towels			2.52
W. M. Galt & Co						Feed			55.31
Marshall Field & Co						3 dozen towels			8.25
E. L. Willson & Co						Spray and force pumps			19.10
W. H. Butler						Whitewashing supplies			4.80
S. M. Frazier						Lime and cement			6.60
S. J. Meeks						Repairing wagon, buggy, etc.			48.55
Graham Richardson						2 cows			40.00
C. H. Hansen						Brass tags			45.00
John Riley						1 cow			15.00
Thomas Riley						10 cows			225.99
Gibson Bros						Map			1.00
Goodyear Rubber Co						Tubing			1.50
Thomas Thornton						1 cow			15.00
John Mason						4 cows			80.00

* Per month.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
SCIENTIFIC INVESTIGATIONS—continued.									
D. Allman						4 cows			$113.34
Douglass Markham						do			103.34
E. G. Davis						9 head cattle			150.00
Philadelphia, Wilmington and Baltimore R. R. Co.						Transportation, 30 cows			40.50
P. Mann & Co						Bull pole, etc			1.25
Robert Leitch & Sons						1 Johnson pump			8.00
Indian Industrial School						30 head cattle			762.00
Sisters of Visitation of Georgetown						2 cows			66.00
Atlantic and North Carolina R. R. Co.						Transportation, Dawson		$33.60	
R. P. Williams						Pasturage			87.00
Levy Type Co						Bulletin No. 7, plates of			60.75
Fremont, Elkhorn and Missouri Valley R R. Co.						Transportation, Stiles		1.57	
Chicago and Northwestern R. R. Co.						do		8.85	
Burlington and Missouri River R. R. in Nebraska.						do		2.76	
Union Pacific R. R. Co., Union Division.						do		4.13	
Sioux City and Pacific R. R. Co.						do		.72	
Chicago, St. Paul and Omaha Rwy. Co.						do		.52	
R. W. Hickman						Traveling expenses		4.14	
A. M. Farrington						do		7.55	
						Total $33,579.83	$25,976.51	900.74	6,702.58
COLLECTING INFORMATION.									
U. Canfield	Agent	May 1, 1895		$10.00					
Jacob Klotz	do	Apr. 1, 1893	Jan. 30, 1895	10.00					
Edward Shelden	do	do		10.00			560.00	235.30	
Wm. S. Devoe	Inspector	June 1, 1893			$2,500		2,500.00	1,178.11	
Chicago, Burlington and Quincy R. R. Co.						Transportation, Devoe		104.46	

Hannibal and St. Joseph R. R. Co.					do		27.75		
Boston and Albany R. R. Co.					do		21.00		
St. Louis, Keokuk and Northwestern R. R. Co.					do		11.50		
Sioux City and Pacific R. R. Co.					do		4.72		
Chicago and Northwestern R. R. Co.					do		1.34		
Pennsylvania R. R. Co					do		41.00		
New York Central and Hudson River R. R. Co.					do		9.25		
Lake Shore and Michigan Southern R. R. Co.					do		26.25		
Union Pacific R. R., Union Division.					do		1.53		
Fremont, Elkhorn and Missouri Valley R. R. Co.					Transportation, Shelden		11.91		
International and Great Northern R. R. Co.					do		4.60		
Southern Pacific Co					do		20.80		
San Antonio and Aransas Pass R. R. Co.					do		7.20		
Missouri, Kansas and Texas R. R. Co.					do		22.75		
Texas Mexican R. R. Co					do		4.85		
Kansas City, St. Joseph and Council Bluffs R. R. Co.					do		4.60		
					Total	$4,798.92	3,060.00	1,738.92	
IMPORT INSPECTION.									
W. H. Fairbanks	Inspector	Jan. 16, 1894		8.00					
Nelson P. Hinkley	do	Aug. 1, 1893						44.97	
J. H. Linehan	do	Nov. 1, 1893			1,200		1,200.00		
H. D. Mayne	do	May 16, 1893		5.00			445.00	73.10	
Charles E. Parker	do	Nov. 15, 1893		5.00			405.00		
F. M. Perry	do	Sept. 1, 1894		8.00			448.00	53.95	
F. L. Russell	do	do		8.00			480.00	187.75	
Bernhard P. Wende	do	Sept. 11, 1893						6.14	
M. L. Young	do	Aug. 1, 1892	Sept. 30, 1894	5.00			15.00		
John A. Bell	Veterinary inspector	do		8.00			96.00	20.94	
Charles Cowie	do	Feb. 1, 1892		5.00			225.00	5.85	
David Cumming	do	Mar. 26, 1891		5.00			470.00		
G. W. Ward	do	May 1, 1892		5.00			285.00	54.23	
Western Union Telegraph Co.					Telegrams				1.61

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
IMPORT INSPECTION—continued.									
Thomas Farthing						Rent of quarantine station, Buffalo.			$25.00
Great Northwestern Telegraph Co. of Canada.						Telegram			.28
						Total $4,542.82	$4,069.00	$446.93	26.89
STOCK YARDS AND EXPORT INSPECTION.									
Boston.									
Daniel D. Lee	Inspector	Sept. 1, 1893			$2,000		2,000.00		43.34
Ira K. Atherton	Assistant inspector	Feb. 15, 1895			1,200		449.97		
W. H. Way	Veterinary inspector	Sept. 1, 1893	Jan. 31, 1895		1,200		703.30		
Wm. P. Cherrington	Tagger	Dec. 1, 1893			720				
Do	Stock examiner	Dec. 1, 1894			900		389.00		
Wm. T. Corbett	do	Jan. 1, 1894			900		302.50		
Thomas Coyle	do	do			1,000		1,000.00		
John W. Hitchings	do	do	Nov. 30, 1894		1,000		415.80		
John P. Freeman	Clerk	Nov. 6, 1893			1,000		1,000.00		
L. L. Bullard	Tagger	Mar. 1, 1892			720		720.00		
Patrick F. Murphy	do	Sept. 15, 1893			720		720.00		
George H. Oliver	do	Dec. 7, 1891			720		121.20		
John Shannon	do	Mar. 1, 1892			720		720.00		
John Akins	Laborer			$2.00			2.00		
William Burns	do			2.00			2.00		
Freeman B. Chase	do			2.00			56.00		
John F. Desmond	do			2.00			12.00		
J. W. Forsaith	do			2.00			10.00		
James Foley	do			2.00			2.00		
Alfred Harbroe	do			2.00			4.00		
Peter Harrington	do			2.00			6.00		
John W. Hitchings	do			2.00			10.00		
John P. Hughes	do			2.00			2.00		
John F. Kelly	do			2.00			26.00		
Luke Malloy	do			2.00			2.00		
Michael McGreal	do			2.00			2.00		
Henry Mooney	do			2.00			2.00		
Peter Murray	do			2.00			4.00		

John O'Neil	do			2.00			6.00		
Bartholemew F. Powers	do			2.00			2.00		
Chas. C. Robbins						Lettering signs			3.92
Francis Doane & Co						Stationery			11.03
Wm. Bond & Son						Office rent			20.00
New England Telephone and Telegraph Co.						Telephone rental			120.00
Joseph F. Dean						Office rent			366.63
Gas Light Co						Gas			9.00
						Total $9,265.69	8,691.77		573.92
New York.									
Wm. H. Rose	Veterinary inspector	Sept. 1, 1893			2,000		2,000.00	12.25	183.32
Henry Brister	do	July 15, 1892			1,600		1,539.14		
R. R. Letts	do	Oct. 15, 1889			1,200		906.50		
James Flannery	Stock examiner	Jan. 1, 1894			1,000		994.60		
William Foley	do	do			1,000		1,000.00		
Jos. P McEnaney	Clerk	Sept. 1, 1893			1,200		1,200.00		
Samuel J. Long	Tagger	Sept. 15, 1893			720		720.00		
Harvey Marsh	do	Oct. 1, 1893			720		700.39		
George Messemer	do	Sept. 15, 1893			720		720.00		
Charles J. Munzing	do	Nov. 6, 1893			720		720.00		
Charles Touhy	do	June 18, 1894			720		714.18		
Richard Winters	do	Oct. 1, 1893			720		720.00		
Joseph A. Bogardus						Hog rings, etc			24.00
Unz & Co						Stationery			16.50
James Stikeman						Office rent			550.02
Chas. O. Brockway						Hog rings			3.50
Metropolitan Telephone and Telegraph Co.						Telephone rental			266.85
J. H. Brown & Co						Hog rings			6.00
Chicago Car Seal and Manufacturing Co.						Tin tags			25.00
						Total $13,022.25	11,934.81	12.25	1,075.19
Philadelphia.									
Edward H. Flood	Inspector	Sept. 1, 1893			2,000		2,000.00		41.21
George Carter	Stock examiner	Jan. 1, 1894			1,000		1,000.00		
Lewis Dorn	Tagger	June 16, 1893			720		720.00		
M. J. Lenahan	do	June 1, 1893			720		720.00		
Rodger Maynes	do	June 16, 1893			720		716.00		
George B. Wright	do	June 1, 1893			720		720.00		
Chas. O. Brockway						Hog rings			3.50
Bell Telephone Co						Telephone rental			120.00
						Total $6,040.71	5,876.00		164.71

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
STOCK YARDS AND EXPORT INSPECTION—cont'd.									
Baltimore.									
H. A. Hedrick	Inspector	July 16, 1893			$1,600		$1,600.00		$33.25
Albert Hassall	Veterinary inspector	July 1, 1892			1,200			$8.25	
Isaac L. Ball	Clerk	Dec. 1, 1892			1,200		1,200.00		
Wm. Bennett	Tagger	Apr. 16, 1893			720		720.00		
Joseph E. Blondell	do	do			720		715.96		
Chas. Eisenreich	do	Mar. 15, 1894			720		720.00		
Carrol Ensor	do	May 16, 1894			720		720.00		
Wm. J. Sullivan	do	Aug. 14, 1893			720		720.00		
Nicholas W. Tegges	do	Apr. 16, 1893			720		720.00		
Emily Lucas	Janitress	July 1, 1894		*$3.50			42.00		
Alex, Yearly & Son						Office rent			120.00
C. J. Stewart & Sons						Hog rings			3.00
Chicago Car Seal and Manufacturing Co.						Tin tags			25.00
Chesapeake and Potomac Telephone Co.						Telephone rental			87.40
C. J. Dunn						Satchel			3.50
Arthur F. Lawrence & Co.						Coal			16.30
Wm. E. Wood & Co						Stove			11.00
J. W. Bond & Co						Stationery			2.33
						Total $7,467.99	7,157.96	8.25	301.78
Norfolk and Newport News.									
Geo. C. Faville	Inspector	Dec. 15, 1893			1,400		1,400.00	68.70	7.42
Sol. Miller	Stock examiner	May 1, 1894			1,000		1,000.00	2.40	
Chas. O. Brockway						Hog rings			3.50
Chicago Car Seal and Manufacturing Co.						Tin tags			12.50
						Total $2,494.52	2,400.00	71.10	23.42
Pittsburg.									
John Doris, jr	Inspector	June 1, 1893			1,400		1,400.00		6.95
George P. Tomer	Stock examiner	Jan. 1, 1894			900		900.00		
A. Boreland	Laborer			2.00			2.00		
J. D. Curnow	do			2.00			98.00		

A. Feaver	do			2.00			198.00		
S. C. Langdon	do			2.00			102.00		
Ed. Martin	do			2.00			198.00		
J. W. Martin	do			2.00			198.00		
Chas. O. Brockway						Hog rings			3.50
						Total $3,106.45	3,096.00		10.45
Buffalo.									
Nelson P. Hinkley	Inspector	Aug. 1,1893			1,800		1,756.01		331.03
Louis A. Robinson	do	Apr. 16,1894			1,200		1,180.24		
Bernhard P. Wende	do	Sept.11,1893			1,400		1,396.23		
Albert H. Hoyt	Clerk	May 1,1893			1,000		983.40		
Wm. Carroll	Tagger	Apr. 16,1894			720		222.00		
Frank J. Danahy	do	May 1,1893			720		706.31		
Michael Justinger	do	July 1,1893			720		222.00		
John Mazurowski	do	July 10,1893			720		716.04		
Albert W. Meyer	do	Dec. 11,1893			720		714.03		
Daniel J. O'Connell	do	Sept.11,1893	Nov. 22,1894		720		269.90		
Fred Blanfus	Laborer			2.00			6.00		
Wm. Blanfus	do			2.00			4.00		
Matthew Dougherty	do			2.00			10.00		
Wm. B. Drake	do			2.00			12.00		
John Fritz	do			2.00			2.00		
Geo. E. Gangloff	do			2.00			70.00		
Geo. Herington, jr	do			2.00			2.00		
Clinton N. Hinkley	do			2.00			50.00		
Ransom Hinkson	do			2.00			622.00		
John N. Lester	do			2.00			20.00		
John Schlenker	do			2.00			2.00		
William Yaker	do			2.00			4.00		
Chicago Car Seal and Manufacturing Co.						Tin tags			33.75
Western Union Telegraph Co.						Telegrams			5.94
						Total $9,340.88	8,970.16		370.72
Chicago.									
Frank T. McMahon	Inspector	Oct. 1,1893			1,600		1,600.00		1.55
James V. De Vine	Live-stock agent	Jan. 1,1894			900		865.18		
Wm. C. Honan	do	do			1,200		948.87	213.90	
James Peevey	do	do			1,200		942.34		
Arda Watson	do	do			900		900.00		
Michael J. Quirk	Tagger	Feb. 15,1894			720				
Do	Stock examiner	Jan. 16,1895			900		765.59		
Max Wolf	Clerk	Sept. 1,1893			900		900.00		
Jeremiah Holland	Tagger	June 12,1894			720		720.00		
John Jones	do	Nov. 6,1893			720		720.00		
John F. Kelly	do	Aug. 1,1894			720		647.40		
Michael Metzger	do	Sept. 15,1893			720		720.00		
Richard Walsh	do	June 1,1894			720		720.00		

*Per month.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
STOCK YARDS AND EXPORT INSPECTION—cont'd.									
Chicago—Continued.									
Frank E. Baker	Laborer			$2.00			$420.00		
Ed Brennan	do			2.00			34.00		
Hutson Caldwell	do			2.00			444.00		
H. W. Cooper	do			2.00			72.00		
M. P. Cronin	do			2.00			210.00		
Thomas Egan	do			2.00			2.00		
John Fitzsimmons	do			2.00			4.00		
J. J. Hanlon	do			2.00			48.00		
John S. Harty	do			2.00			142.00		
John H. Kelly	do			2.00			2.00		
Wm. J. Kelly	do			2.00			2.00		
James Kenney	do			2.00			4.00		
Daniel Lehan	do			2.00			102.00		
Joseph McElligot	do			2.00			206.00		
William Moroney	do			2.00			22.00		
Patrick Murphy	do			2.00			290.00		
Patrick O'Brien	do			2.00			90.00		
James O'Malley	do			2.00			482.00		
James Riley	do			2.00			522.00		
Carter Scott	do			2.00			134.00		
P. E. Toomey	do			2.00			16.00		
Union Stock Yards and Transfer Co.						Office rent			$180.00
Chas. O. Brockway						Hog rings and ringers			195.50
J. H. Brown & Co						Hog rings			144.00
Chicago Car Seal and Manufacturing Co.						Tin tags			512.99
Rand, McNally & Co						Stationery			1.80
Western Union Telegraph Co.						Telegrams			34.47
						Total $14.981,59	13,697.38	$213.90	1,070.31
East St. Louis.									
O. H. Hall	Live-stock agent	Jan. 1,1894	Feb. 14,1895		$1,200		498.90		
Geo. H. Boughner	do	*May 9,1895			1,200		151.65		
A. W. Crawford	do	Apr. 1,1894			1,200		948.91		
De N. Jewett	do	Jan. 1,1894	*May 9,1895		1,200		797.26		

Jesse H. Odell	do	Feb. 15, 1895			1,200		450.01		
John F. Schiermann	do	Jan. 1, 1894			1,200		948.91		
Samuel Frazee	Stock examiner	Feb. 20, 1895			900		325.00		
E. A. Clapp						Office rent			60.00
						Total $4,180.64	4,120.64		60.00
Kansas City Division.									
Albert Dean	Live-stock agent	Jan. 1, 1894			1,800		1,800.00	125.45	16.44
Samuel J. Agnew	do	do			1,200		1,200.00		
Geo. H. Boughner	do	Apr. 15, 1895	*May 9, 1895		1,200				
Josheph Bruser	do	Jan. 1, 1894			1,400		1,107.14		
A. S. Gregg	do	Feb. 15, 1894	Feb. 28, 1895		1,200		545.57	191.90	
W. E. Hill	do	Jan. 1, 1894			1,400		1,400.00	253.30	1.00
John C. Jenkins	do	do			1,200		1,200.00	1,034.04	8.28
De N. Jewett	do	*May 9, 1895			1,200		151.65	6.95	
Wm. D. Jorden	do	Jan. 1, 1894			1,200		1,200.00	715.49	
H. C. Keeling	do	Feb. 15, 1894			1,200		948.87		
Alexander Lobb	do	do			1,200		1,200.00	181.70	
Philip H. Moore	do	Jan. 1, 1894			1,200		948.87	225.90	.41
George C. Moser	do	do			1,200		1,052.27	266.44	
Dan. McCunningham	do	do			1,200		1,200.00	810.73	4.66
J. O. McKee	do	Feb. 15, 1894			1,200		948.87		
Thomas L. J. Shields	do	do			1,200		948.87	24.50	
James Wilson	do	do			1,200		948.87	217.77	
Thomas P. Barbour	Stock examiner	May 1, 1895			900		150.80	23.00	
W. N. D. Bird	do	Mar. 15, 1895			900		267.50	162.06	
C. C. Hickman	do	do			900		267.50	48.75	
J. Fitch Kinney, jr	do	May 1, 1895			900		150.80	76.85	
Missouri, Kansas and Texas Rwy. Co.						Transportation, Jenkins, Moore, Jorden, Bird.		27.54	
Southern Pacific Co., Atlantic System.						Transportation, Jenkins		31.00	
Texas and Pacific Rwy. Co.						Transportation, Jenkins, Lobb.		61.30	
Atchison, Topeka and Santa Fe R. R. Co.						Transportation, Jenkins, Lobb, Moore, Moser, Deming.		15.80	
Missouri Pacific Rwy. Co.						Transportation, Moser, Bird, Gibbs.		9.17	
Postal Telegraph Cable Co.						Telegrams			9.72
Southern Pacific Co						Transportation, Jenkins, Jorden, Lobb, Moser.		109.90	
Southern Pacific Co., Pacific System.						Transportation, Jenkins, Jorden, Hill, Lobb.		230.70	
Fort Worth and New Orleans Rwy.						Transportation, Jorden		5.95	
Western Union Telegraph Co.						Telegrams			27.27
Receivers St. Louis and San Francisco Rwy.						Transportation, Hickman		1.05	

*By transfer.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
STOCK YARDS AND EXPORT INSPECTION—cont'd.									
Kansas City Division—Continued.									
International and Great Northern Rwy. Co.						Transportation, Jenkins, Jorden, Moser.		$34.15	
Arizona and Southeastern R. R. Co.						Transportation, Moser		3.30	
Kansas City Stock Yards Co.						Office rent			$45.00
Kansas City, Fort Scott and Memphis R. R. Co.						Transportation, Bird		5.50	
New Mexico and Arizona R. R. Co.						Transportation, Jenkins		61.00	
Wabash R. R. Co						Transportation, De N. Jewett		7.50	
Southern California R. R. Co.						Transportation, Jenkins		5.00	
Chicago, Rock Island and Texas R. R. Co.						Transportation, Moser		16.65	
St. Louis and San Francisco Rwy. Co.						Transportation, Bird		1.25	
						Total $22,741.95	$17,637.58	4,991.59	112.78
Miscellaneous.									
Wm. H. Wray	Veterinary inspector	Feb. 1,1894		$12.50			4,562.50	51.65	11.83
Jas. F. Ryder	do	Oct. 1,1892			$2,000		2,000.00	627.00	
Fred'k W. Huntington	do	Jan. 1,1892		5.00					
Do	Inspector	Dec. 15,1894		8.00			556.00		
Asa N. McQueen	Veterinary inspector	Feb. 8,1892		5.00					
Evan H. Pritchard	Inspector	Sept. 1,1893	*Nov.30,1894		1,800		748.40		
W. C. Rayen	do	Apr. 1,1894	do	†100.00					
Do	do	Mar. 1,1895	Nov.30,1895				900.00	65.99	
Joseph M. Gentry	Live-stock agent	June 27,1895			1,200				
Edward Story	do	Jan. 1,1894	June 30,1895		1,200		948.87		
Chas. A. Wilcox	do	do			1,200		948.87		
The Bostwick Brawn Co						Hog rings and ringers			4.85
Geo. C. Faville						Traveling expenses		35.55	
Chesapeake and Ohio R. R. Co.						Transportation, Faville		16.80	

Pennnsylvania R. R. Co						do		15.45	
Peter Adams Co						Paper			34.56
A. Hoen & Co						1,500 Southern fever maps and certificates.			335.00
						Total $11,863.32	10,664.64	812.44	386.24
						Total stock yards and export 104,505.99	94,246.94	6,109.53	4,149.52
MEAT INSPECTION.									
Somerville.									
Daniel D. Lee	Inspector	Sept. 1,1893				Office expenses			20.10
Wm. M. Balmer	do	Nov. 20,1893			1,200		1,200.00		
John Michels	Microscopist	July 1,1893	Sept. 30,1894		1,400		327.21		
Charles Bullard	do	Oct. 1,1894			1,400		1,050.00		
Wm. P. Cherrington	Dagger	Dec. 1,1893			720				
Do	Stock examiner	Dec. 1,1894			900		393.70		
Wm. J. Corbett	do	Jan. 1,1894			900		597.50		
Thomas Mulligan, jr	do	do			900		900.00		
Frank H. Burleigh	Tagger	Sept. 28,1891			720		708.31		
Philip J. Fanning	do	Jan. 2,1894			720		720.00		
Wm. H. Tozier	do	Dec. 21,1891			720		720.00		
George H. Oliver*	do	Dec. 7,1891			720		598.80		
Kate A. Abbott	Assistant microscopist	Apr. 23,1894			600		585.39		
Lillian F. Armstrong	do	May 3,1894			600		583.86		
Effie A. Bartlett	do	Nov. 21,1892			600		576.96		
Marie L. Blais	do	Sept. 9,1893			600		231.47		
Gerta Colby	do	June 1,1894	Nov. 30,1894		600		576.93		
Carrie I. Ellsworth	do	Jan. 5,1893			600		568.83		
Emma H. Ellsworth	do	Feb. 1,1894			600		565.61		
Anna Erickson	do	July 16,1893			600		585.37		
Alice M. Frye	do	Jan. 16,1893			600		567.22		
Abbie F. Gage	do	Dec. 12,1892			600		580.52		
Clara La Freniere	do	Nov. 1,1893			600		590.26		
Mary F. Langdon	do	Sept. 28,1891			600		546.31		
Mabel F. Lowe	do	June 24,1895			600		11.54		
Mary E. Macloskey	do	May 1,1894			600		575.43		
Nellie Marks	do	May 14,1894			600		582.11		
Flora M. Parrish	do	Dec. 1,1894			600		348.80		
Cora L. Seeley	do	Dec. 26,1892			600		583.60		
Margaret V. Slater	do	Apr. 23,1894			600		568.95		
Florence I. Turner	do	do			600		585.25		
Carlotta L. Ward	do	May 1,1894			600		565.82		
Grace B. Wheeler	do	May 14,1894			600		580.41		
Etta L. Williams	do	Nov. 1,1891			600		580.41		
Thomas Manufacturing Co.						Tags for condemned meat			7.00
Bay State Clean Towel Furnishing Co.						Towel supply			80.35
Chas. W. Badger						Chamois skins			5.04

* By transfer.

† Per month.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Somerville—Continued.									
Boston Rubber Type Co						Canceling stamps and pads			$5.25
Bausch & Lomb Optical Co						Glass slips, etc			17.50
Francis Doane & Co						Stationery			9.20
Chas. O. Brockway						Interstate and export meat-inspection stamps.			290.70
Pennsylvania R. R. Co						Freight			3.45
Boston and Albany R. R. Co						do			3.60
Fitchburg R. R. Co						do			2.80
Boston and Maine R. R. Co						do			3.61
						Total $19,205.17	$18,756.57		448.60
New York.									
R. W. Hickman	Veterinary inspector	Sept. 1, 1893			$2,000		2,000.00		27.52
James H. Ferster	do	Apr. 15, 1891			1,400		1,400.00		
E. A. Parsons	Inspector	Feb. 15, 1894			1,200		1,200.00		
W. A. Willard	Clerk	Sept. 1, 1893			1,200		1,196.70		
W. W. Craig	Tagger	Nov. 6, 1893	Apr. 30, 1895		720		599.30		
Fred. J. Goebel	do	Sept. 7, 1891			720		720.00		
John F. Luepke	do	May 23, 1895			720		77.10		
Henry Schauer	do	Sept. 21, 1893			720		720.00		
Henry Schopp	do	Sept. 15, 1893			720		720.00		
Alexanderina Dick	Janitress	July 1, 1894		*$10.00			120.00		
Thomas Manufacturing Co						Interstate meat-inspection tags.			35.75
Standard Supply Co						Lead seals			28.00
E. J. Brooks & Co						do			17.85
John Broderick						Rent			192.00
Wm. B. Volger						Canceling stamps			4.50
Metropolitan Telephone and Telegraph Co.						Telephone rental			240.15
Oxley & Wilson Manufacturing Co.						Labeling compound			4.10
Standard Seal Co						Seals and tags			62.50
Chas. O. Brockway						Interstate meat-inspection stamps.			14.25

Chicago Car Seal and Manufacturing Co.						Lead seals			175.00
Dennison Manufacturing Co.						Interstate meat-inspection tags.			78.75
S. J. Nelson						Coal			10.50
E. F. Westcott						Labeling compound			26.50
G. W. Gregory						Nut coal			15.75
Metropolitan Steamship Co.						Freight			1.74
John Bingham						Stationery			5.20
New York Central and Hudson River R. R. Co.						Freight			2.00
						Total $9,695.16	8,753.10		942.06
Jersey City.									
Julius Huelsen	Veterinary inspector	Mar. 10, 1888			1,400		1,221.20		59.78
Wm. T. I. McLaughlin	Inspector	May 15, 1894			1,200		860.90		
George B. Rose	Stock examiner	Jan. 1, 1894			1,000		864.13		
Denis Haverty	Tagger	July 17, 1893			720		449.04		
John J. McCarthy	do	do			720		502.44		
John Purcell, jr	do	Sept. 1, 1893			720		516.42		
Thomas Shea	do	July 17, 1893			720		622.18		
Thomas Haverty	Laborer			2.00			144.00		
Thomas Manufacturing Co						Interstate meat-inspection tags.			21.50
Standard Supply Co						Lead seals			28.00
Chicago Car Seal and Manufacturing Co.						do			377.50
Dennison Manufacturing Co.						Interstate meat-inspection tags.			168.75
E. J. Brooks & Co						Lead seals			11.90
L. P. Hansen						Stationery			5.51
Wm. F. McDonald						Desk, etc			26.00
Wood & Menagh						Hardware			3.96
Metropolitan Steamship Co.						Freight			.40
New York, New Haven and Hartford R. R. Co.						do			.91
West Shore R. R. Co						do			3.73
						Total $5,888.25	5,180.31		707.94
Weehawken.									
Simon Kelly	Tagger	Oct. 16, 1893	May 31, 1895		720		660.70		
						Total $660.70	660.70		

*Per month.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Philadelphia.									
Chas. A. Schaufler	Inspector	*Sept. 1, 1893			$1,600		$1,600.00		$2.65
Thomas Reid	Tagger	June 1, 1893			720		720.00		
Chicago Car Seal and Manufacturing Co.						Lead seals			22.50
Dennison Manufacturing Co.						Interstate meat inspection tags.			9.00
Baltimore and Ohio R. R. Co.						Freight			.35
						Total $2,354.50	2,320.00		34.50
Buffalo.									
Nelson P. Hinkley	Inspector	Aug. 1, 1893				Office expenses			47.74
A. W. Sanders	do	Apr. 16, 1894			1,200		1,022.54		
Frank J. Thornbury	Microscopist	July 1, 1893	Aug. 31, 1894		1,400		87.50		
Harrison L. Newton	Stock examiner	Nov. 8, 1894			900		547.10		
William Carroll	Tagger	Apr. 16, 1894			720		495.94		
Michael Chojnacki	do	do			720		635.87		
Michael Justinger	do	July 1, 1893			720		478.38		
Henry L. Rieman	do	Apr. 16, 1894			720		720.00		
Stanislaus Sierszulski	do	Aug. 24, 1892	Mar. 4, 1895		720		72.34		
Emma Becker	Assistant microscopist	Aug. 1, 1892			600		184.20		
Delia Carey	do	Sept. 11, 1893	Feb. 1, 1895		600		117.89		
Mary Ann Clinton	do	July 10, 1893			600		189.09		
Kate Colgan	do	Aug. 6, 1894			600		151.59		
Lillian E. Farrell	do	July 10, 1893			600		189.09		
Mary A. Hanrahan	do	Sept. 11, 1893			600		190.72		
Mary F. Lannon	do	do			600		166.27		
Lizzie Lidle	do	Aug. 1, 1892			600		190.72		
Pearl Masten	do	Dec. 15, 1892			600		179.23		
Anna L. Moran	do	Aug. 1, 1892			600		187.46		
Nellie Nunan	do	July 10, 1893			600		189.09		
Mary J. O'Brian	do	Aug. 1, 1892			600		185.76		
Christina Podolska	do	do			600		190.72		
Mary A. Purcell	do	July 10, 1893	Feb. 18, 1895		600		58.84		
Johanna Greiner	Janitress and box cleaner	July 1, 1894		†$30.00			360.00		

Geo. E. Gangloff	Laborer			2.00					
Do	Acting inspector			3.75			282.75		
John N. Lester	Laborer			2.00			32.00		
Chas. O. Brockway						Interstate meat-inspection stamps.			28.50
Chicago Car Seal and Manufacturing Co.						Lead seals			30.00
Dennison Manufacturing Co.						Interstate meat-inspection tags.			13.95
Western Union Telegraph Co.						Telegrams			.53
						Total $7,225.81	7,105.09		120.72
Cleveland.									
James T. Stuart	Inspector	Sept. 1,1893			1,400		1,400.00		24.34
John J. Crowley	Tagger	Nov. 6,1893			720		720 00		
Frank Fila	do	Sept.25,1893			720		720.00		
Simon Kacher	do	July 1,1893			720		720.00		
George B. Martin	do	Mar. 1,1895			720		242.00		
John D. Shannon	do	Nov. 6,1893			720		720.00		
Louis N. Stumpf	do	June 16,1893			720		720.00		
Wm .C. Wokral	do	Nov. 6,1893	Feb. 15,1895		720		364 00		
Margaret Carroll	Assistant microscopist	Oct. 22,1894			600		293.98		
Mamie L. Corcoran	do	June 16,1893			600		452.33		
Alice M. Daugherty	do	Oct. 22,1894			600		338.33		
Frankie C. Dresden	do	May 16,1892			600		475.31		
Mary English	do	July 1,1893			600		475.27		
Mary Evans	do	Nov. 1,1894			600		299.04		
Minnie Forsch	do	July 1,1893			600		476.90		
Celia Neracher	do	May 16,1892			600		475.31		
Mary Reinhart	do	Sept. 1,1893			600		475.27		
Isabella Lace	Janitress and box cleaner	July 1,1894		†30.00			360.00		
Joseph V. Lodrick	Laborer			2.00			68.00		
Star Union Line						Freight			.81
Chas. O. Brockway						Interstate meat-inspection stamps.			14.25
						Total $9,835.14	9,795.74		39.40
Indianapolis.									
Evan H. Pritchard	Inspector	*Dec. 1,1894	Mar. 15,1895		1,800		521.60		
Richard Ebbitt	do	*Mar.16,1895			1,400		412.22	$10.25	42.75
Thomas E Stucky	Microscopist	Dec. 1,1893			1,400		1,400.00		
Jacob Fox	Stock examiner	Jan. 1,1894			900		895.12		
W. M. Hicklin	do	Apr 16,1894			900		895.12		
George W. Koontz	do	Feb. 19,1894			900		900.00		
Wm. L. Peggs	do	Jan. 1,1894			900		900.00		
James W. Wampler	do	do			900		900.00		

* By transfer.

† Per month.

TABLE C.—*List of persons employed and disbursements made dur the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Indianapolis—Continued.									
John Clegg	Tagger	Apr. 16, 1893	Feb. 9, 1895		$720		$312.99		
Martin P. Grady	do	June 12, 1894			720		720.00		
Patrick Killien	do	Nov. 8, 1894			720		465.60		
Matthew Quinn	do	Apr. 16, 1893			720		720.00		
Mary J. Bunker	Assistant microscopist	Jan. 29, 1894			600		600.00		
Margaret Clarke	do	Apr. 16, 1894			600		512.04		
Mary A. Egan	do	Oct. 1, 1894			600		450.00		
Nellie Holland	do	Nov. 8, 1894			600		388.00		
Mary Lucid	do	Dec. 16, 1893			600		600.00		
Mary E. Ritchie	do	Nov. 26, 1894			600		358.65		
Ella Sullivan	do	Dec. 1, 1894			600		350.50		
Nora Toomey	do	Dec. 16, 1893			600		600.00		
Mary Morrison	Janitress and box cleaner	July 1, 1894		*$30.00			360.00		
Mary A. Martin	do	Apr. 16, 1895		*6.00			11.40		
Chas. O. Brockway						Interstate meat-inspection stamps.			$68.40
Chicago Car Seal and Manufacturing Co.						Lead seals			25.00
Dennison Manufacturing Co.						Interstate meat-inspection tags.			2.25
Cleveland, Cincinnati, Chicago and St. Louis R. R. Co.						Freight			.26
Bausch & Lomb Optical Co.						Compressor glasses			7.50
						Total $13,429.65	13,273.24	$10.25	146.16
East St. Louis.									
J. J. Brougham	Veterinary inspector	Sept. 1, 1893			1,400		1,400.00	4.75	55.65
Charles M. Day	Assistant inspector	Nov. 19, 1894			1,200		710.88		
John S. Sutcliffe	do	Feb. 1, 1895			1,200		459.97		
William Thompson	do	Nov. 19, 1894			1,200		736.97		
A. R. Bruton	Stock examiner	Feb. 15, 1895			900		337.50		
Wm. T. Flynn	do	Jan. 1, 1894			900		900.00		
George Sutherland	Tagger	July 1, 1894			720				
Do	Stock examiner	Nov. 12, 1894			900		834.39		
Wm. S. Crawford	Clerk	Apr. 10, 1895			900		197.78		
E. S. Bennett	Tagger	Feb. 15, 1895			720		294.00		
Clement Bevelot	do	Dec. 1, 1893			720		720.00		

Joseph G. Carr	do	Feb. 15, 1895			720		268.00		
Wm. J. Doyle	do	do			720		270.00		
C. W. Droit	do	Dec. 1, 1893			720		720.00		
Robert Gray	do	June 24, 1895			720		13.85		
Frederick W. Herges	do	Nov. 15, 1894			720		442.12		
George Markert	do	Jan. 2, 1894			720		720.00		
Joseph A. Saucier	do	Feb. 15, 1895			720		270.00		
Joseph Sullivan	do	do			720		270.00		
Lester Kennedy	Laborer			2.00			38.00		
R. Kirkpatrick	do			2.00			148.00		
J. Muir	do			2.00			46.00		
Joseph Saucier	do			2.00			110.00		
E. S. Bennett	do			2.00			76.00		
St. Louis National Stock Yards.						Office rent			351.00
E. J. Brooks & Co						Lead seals			119.00
Dennison Manufacturing Co.						Interstate meat-inspection tags.			567.50
Chicago Car Seal and Manufacturing Co.						Wire and lead car seals			1,158.00
Wabash R. R. Co						Freight			4.68
Vandalia Line						do			30.62
Baltimore and Ohio Southwestern Rwy. Co.						do			3.80
Chas. O. Brockway						Interstate meat-inspection stamps.			28.50
Chicago and Alton R. R. Co.						Freight			3.14
						Total	$12,310.10	9,983.46	4.75	2,321.89
Hammond.									
J. H. Honan	Inspector	May 16, 1893			1,600		1,600.00		87.06
Frederick Braginton	do	do			1,400		1,400.00		
J. J. Molloy	Laborer			2.00					
Do	Stock examiner	June 27, 1895			900		13.89		
John J. Young	do	Jan. 1, 1894			900		900.00		
P. J. Golden	Tagger	May 16, 1893			720		720.00		
Thomas Hansen	do	do			720		720.00		
F. P. Herron	do	June 27, 1895			720				
Jacob Leismann	do	May 16, 1893			720		710.03		
Parmenias Lyon	do	Dec. 1, 1893			720		720.00		
John Summers	do	May 16, 1893			720		718.10		
W. H. Timmons	do	do			720		710.07		
Charles Vandervoort	do	do			720		718.10		
Henry Wagner	do	June 22, 1891			720		720.00		
Walter Walsh	do	May 16, 1893			720		720.00		
Casper Bick	Laborer			2.00			56.00		
T. J. Honan	do			2.00			6.00		
G. A. Malcolm						Office rent			26.00
Chas. O. Brockway						Interstate meat-inspection stamps.			199.50

*Per month.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Hammond—Continued.									
E. J. Brooks & Co						Lead seals			$196.35
Thomas Manufacturing Co.						Interstate meat-inspection tags.			65.00
Dennison Manufacturing Co.						do			542.50
Chicago Car Seal and Manufacturing Co.						Lead seals			1,093.50
New York, Chicago and St. Louis R. R. Co.						Freight			5.81
Louisville, New Albany and Chicago R. R. Co.						do			2.95
Pennsylvania Co						do			17.12
Michigan Central R. R. Co.						do			2.29
						Total $12,670.27	$10,432.19		2,238.08
Chicago.									
A. D. Melvin	Veterinary inspector	Sept. 1, 1893			$2,000		2,000.00	$180.00	288.20
George S. Baker	do	do			1,400		1,361.43		
Lewis R. Baker	do	do			1,400		1,281.67		
S. W. Burt	do	do			1,400		1,376.76		
Wm. A. Bruette	Inspector	do			1,200		1,065.57		
W. S. Cass	do	Dec. 26, 1893			1,200		1,157.53		
Joseph B. Clancy	do	Aug. 15, 1893			1,400		1,400.00		
O. E. Dyson	do	May 1, 1894			1,600		1,600.00		
Thomas E. Feron	do	Oct. 1, 1893			1,200		1,167.04		
J. G. Fish	do	do			1,200				
Do	do	Jan. 16, 1895			1,400		1,281.22		
W. H. Gibbs	do	*May 1, 1895	*May 17, 1895		1,200		75.82	6.25	
O. J. Lanigan	do	Dec. 26, 1893			1,200		1,196.73		
Clarence McClellan	do	Sept. 1, 1893	Mar. 15, 1895		1,400		968.71		
Richard Ebbitt	Assistant inspector	Sept. 16, 1894	do.*		1,200		592.35		
John Forbes	do	Aug. 16, 1894	*Sept. 16, 1894		1,200		101.08		
Tooie A. Geddes	do	Dec. 1, 1894	*Apr. 1, 1895		1,200		388.04		
Orlando B. Hess	do	Mar. 20, 1895			1,200		313.33		
Arthur B. Morse	do	Nov. 19, 1894	*Mar. 1, 1895		1,200		313.60		
Albert G. G. Richardson	do	Dec. 1, 1894			1,200		691.30		
Trajan A. Shipley	do	Mar. 20, 1895			1,200		330.11		
Harry N. Waller	do	June 1, 1895			1,200		75.82		

E. Balzer	Microscopist	July 1, 1893			1,400				
Do	do	June 1, 1895			1,600		1,416.50		
W. J. Bennett	Stock examiner	Jan. 1, 1894			900		877.78		
George Best	do	do			900		900.00		
Edward Brundige	do	Jan. 16, 1894			900		900.00		
H. D. Burdick	do	Jan. 8, 1894			900		900.00		
Dennis Butler	do	June 10, 1895			900		51.92		
James H. Butler	do	May 1, 1895	May 31, 1895		900		76.60		
Frank Canon	do	Apr. 1, 1894			900		833.64		
Thomas G. Clark	do	Jan. 1, 1894			900		900.00		
Bryan Conway	do	do	Apr. 30, 1895		900		477.19		
Bryan I. Conway	do	do			900		823.82		
James Dufficy	do	Jan. 4, 1894			900		900.00		
David Frisch	do	Jan. 1, 1894			900		895.02		
James Gardner	Tagger	July 17, 1893			720				
Do	Stock examiner	June 27, 1895			900		720.02		
Henry Grady	Tagger	July 17, 1893			720				
Do	Stock examiner	June 27, 1895			900		700.32		
George Grafton	Tagger	Dec. 15, 1893			720				
Do	Stock examiner	June 27, 1895			900		702.29		
James Hale	do	Jan. 1, 1894			900		870.21		
Thomas F. Hanley	do	June 24, 1895			900		17.31		
George T. Hanton	Tagger	July 24, 1891			720				
Do	Stock examiner	June 27, 1895			900		722.02		
William Harpst	Tagger	Mar. 1, 1894			720				
Do	Stock examiner	June 27, 1895			900		722.02		
William P. Hickey	do	Feb. 15, 1894			900		900.00		
E. P. Jaycox	Stock examiner	Apr. 15, 1895	June 8, 1895		900		121.16		
Joseph F. Jordan	do	Jan. 1, 1894			900		897.50		
Reinhard Kochanowski	do	do			900		900.00		
Otho D Kortz	do	June 27 1895			900		9.89		
George Lunham	do	Jan. 4, 1894			900		897.50		
Richard E. Lyman	do	Apr. 23, 1894			900		900.00		
James A. Murphy	do	Jan. 1, 1894			900		900.00		
John Murphy	do	Feb. 15, 1894			900		808.11		
Bernard McKeon	do	do			900		897.52		
Terence O'Brien	do	do			900		900.00		
Thomas O Shaughnessy	do	do			900		900.00		
G. W. Pierce	do	Jan. 8, 1894			900		900.06		
John J. Ryan	do	Jan. 1, 1894			900		900.00		
Dwight L. Sanford	do	Feb. 1, 1894			900		900.00		
John W. Sarsfield	do	Jan. 1, 1894			900		887.62		
Frank Schroeder	Tagger	June 1, 1891			720				
Do	Stock examiner	June 27, 1895			900		716.02		
Fredk. L. Simpson	Tagger	Sept. 15, 1893			720				
Do	Stock examiner	June 27, 1895			900		722.02		
John B. Sine	do	Jan. 1, 1894			900		868.18		
Roger E. Skelly	do	do	Sept. 8, 1894		900		139.40		
Samuel T. Smith	do	Jan. 16, 1894			900		892.50		
W. C. Stockdale	do	Jan. 1, 1894	Apr. 9, 1895		900		672.62		
Thos. S. Sunderland	do	Jan. 2, 1894			900		900.00		

*By transfer.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Chicago—Continued.									
John Trainer	Tagger	July 17, 1893			$720				
Do	Stock examiner	June 27, 1895			900		$718.02		
Charles O. Turner	do	Feb. 7, 1894			900		900.00		
John Wallwork	do	May 1, 1895			900		150.80		
H. D. Williams	do	June 27, 1895			900		4.95		
George W. Wood	do	do			900		7.42		
Charles Batting	Clerk	Sept. 1, 1894			1,000		831.60		
E. B. Luce	Bookkeeper	June 20, 1891			900				
Do	Clerk	June 24, 1895			900		900.00		
Brandt McDowell	do	June 27, 1895	Aug. 22, 1895		900				
Geo. V. McIntyre	Tagger	July 17, 1893			720				
Do	Clerk	Sept. 1, 1894			840		715.04		
Charles S. Pew	do	Dec. 15, 1893			1,000		978.25		
Norman R. Adams	Tagger	Dec. 1, 1892			720		720.00		
Wm. Cleveland	do	Jan. 1, 1892			720		658.62		
F. C. Cooley	Laborer			$2.00					
Do	Tagger	June 27, 1895			720		467.91		
Michael J. Dinneen	do	Sept. 10, 1894			720		577.13		
J. N. Fitzgerald	Laborer			2.00					
Do	Tagger	June 27, 1895			720		365.91		
James A. Flanagan	do	May 23, 1895			720		59.30		
John F. Flarty	do	July 17, 1893	June 8, 1895		720		575.84		
James Foley	do	do			720		718.10		
William Fox	do	Feb. 1, 1894			720		720.00		
John J. Garrity	do	Sept. 1, 1893			720		710.08		
Patrick H. Griffin	do	July 17, 1893			720		714.04		
James Herriman	Laborer			2.00					
Do	Tagger	June 27, 1895			720		605.91		
De Lannes Howard	do	Sept. 15, 1893			720		714.14		
Denis Hurley	Laborer			2.00					
Do	Tagger	Mar. 1, 1895			720		562.00		
Herman Jacobus	Laborer			2.00					
Do	Tagger	June 27, 1895			720		471.91		
John Lardner	do	Sept. 15, 1893	June 8, 1895		720		672.46		
John C. Lorenzen	Laborer			2.00					
Do	Tagger	June 27, 1895			720		625.91		
Daniel Lynch	do	Aug. 15, 1893			720		712.28		
Wm. Mabry	Laborer			2.00					
Do	Tagger	June 27, 1895			720		377.91		

Michael M. Murray	do	May 16, 1894			720		650.59		
Wm. McKay	Laborer			2.00					
Do	Tagger	June 27, 1895			720		425.91		
M. L. McMahon	Laborer			2.00					
Do	Tagger	June 27, 1895			720		599.91		
John J. O'Malley	Laborer			2.00					
Do	Tagger	June 27, 1895			720		569.91		
W. S. Pidcock	do	July 17, 1893			720		720.00		
J. C. Porterfield	do	May 16, 1894			720		706.21		
Wm. Proudfoot	do	July 6, 1891			720		720.00		
James M. Rainey	Laborer			2.00					
Do	Tagger	June 27, 1895			720		371.91		
Wm. Ryan	do	July 17, 1893			720		688.54		
Theodore Sauer	do	Aug. 15, 1891			720		720.00		
Arthur Stuart	do	Aug. 16, 1894			720		626.04		
William Tiede	do	July 17, 1893	Oct. 17, 1894		720		213.26		
J. E. Troughton	do	Dec. 1, 1892			720		720.00		
Frank N. Trudelle	do	Aug. 16, 1894			720		630.10		
Roy Turner	Laborer			2.00					
Do	Tagger	June 27, 1895			720		479.91		
William Umbach	do	July 17, 1893			720		700.63		
C. A. Vallery	do	Apr. 1, 1895			720		158.20		
Thos. J. Wade	do	Aug. 15, 1892			720		710.27		
Fred. D. Waterman	Laborer			2.00					
Do	Tagger	June 27, 1895			720		347.91		
H. B. Weller	Laborer			2.00					
Do	Tagger	June 27, 1895			720		601.91		
Thomas A. White	do	June 24, 1895			720		13.85		
Theodore B. Zuendel	Assistant microscopist	June 20, 1891			600				
Do	Tagger	Nov. 1, 1894			720		679.90		
Emma K. Allison	Assistant microscopist	Apr. 23, 1894			600		61.95		
Nannie D. Althof	do	Feb. 1, 1894			600		532.73		
Flora A. Ayers	do	Nov. 26, 1894			600		319.03		
Katie Barrow	do	Nov. 1, 1892			600		481.77		
Katherine Barry	do	Aug. 1, 1894	Apr. 30, 1895		600		443.95		
Mary K. Barry	do	May 1, 1895			600		57.59		
Addie E. Benneson	do	Apr. 23, 1894			600		537.52		
Kate H. Brady	do	Dec. 1, 1892			600		595.14		
Clara B. Brayton	do	Mar. 1, 1895			600		147.19		
Laura D. Burke	do	June 22, 1891			600		444.01		
Nellie Callaghan	do	Sept. 1, 1893			600		486.13		
Tillie Cella	do	Nov. 28, 1892			600		527.97		
Mae Cody	do	Feb. 1, 1894			600		509.48		
Nora Conway	do	Oct. 10, 1892			600		512.91		
Lillie M. Crowell	do	Feb. 1, 1894			600		555.58		
Lizzie Cummings	do	Apr. 16, 1894			600		535.74		
Nellie E. Damon	do	Feb. 5, 1894			600		550.60		
Ella B. Earle	do	Mar. 25, 1895			600		117.16		
H. Augusta Eaton	do	Apr. 23, 1894			600		556.85		
Elizabeth K. Eckert	do	Mar. 16, 1895			600		125.57		
Margaret Enright	do	Sept. 11, 1893			600		524.34		
Abbie M. Farwell	do	Feb. 15, 1895			600		173.86		

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Chicago—Continued.									
Lyde Finlen	Assistant microscopist	Jan. 1, 1894			$600		$519.46		
Ada K. Gannon	do	Feb. 15, 1894			600		420.75		
Elizabeth C. Gibson	do	May 1, 1895			600				
Nellie M. Goodridge	do	May 15, 1893			600		476.77		
Annie M. Hardie	do	Jan. 16, 1893	Aug. 15, 1894		600		70.11		
Bertha G. Hardie	do	Aug. 16, 1894			600		449.25		
Nellie F. Haughton	do	July 10, 1891			600		521.43		
Tessie C. Havey	do	June 20, 1891			600		509.87		
Lizzie E. Hennessey	do	Apr. 1, 1894			600		572.23		
Dora V. Hosmer	do	Feb. 1, 1894			600		542.17		
Mary E. Hotchkiss	do	Mar. 1, 1895			600		148.95		
Catherine Hughes	do	Sept. 16, 1891			600				
Abbie W. Hunter	do	Feb. 1, 1894			600		578.55		
Mary Hurley	do	Dec. 1, 1893			600		581.89		
Mary E. Kean	do	Sept. 1, 1893			600		563.51		
Edith L. Kightlinger	do	Mar. 1, 1895			600		157.06		
Mary E. Leahy	do	Sept. 1, 1893			600		516.10		
Maude I. Lynch	do	Jan. 1, 1893			600		442.42		
Eva B. Markoe	do	Nov. 19, 1894			600		318.89		
Ellen S. Mayhew	do	May 16, 1893			600		588.47		
Eleanor Meyers	do	Mar. 1, 1895			600		160.44		
Fannie Fay Mills	do	Apr. 23, 1894			600		529.02		
Katie A. Murphy	do	Aug. 15, 1892			600		598.41		
Mamie F. Murray	do	Sept. 1, 1893			600		576.91		
Christenah MacNeill	do	Nov. 8, 1894			600		309.16		
Lizzie McGlasson	do	May 1, 1892			600		558.80		
Annie Nicolai	do	Sept. 16, 1891			600		545.96		
Luella Noble	do	Jan. 5, 1893			600		581.99		
Kittie M. North	do	Mar. 15, 1894			600		448.91		
Bessie D. Ogden	do	Mar. 15, 1895			600		130.42		
Jessie G. Ogden	do	Aug. 6, 1894			600		503.47		
Eliza B. Perry	do	Feb. 1, 1894			600		450.31		
A. H. Richards	do	Mar. 1, 1895			600		200.00		
Sarah A. Riley	do	Feb. 1, 1894			600		466.14		
Clara E. Ringdall	do	Dec. 1, 1894			600		286.18		
Belle Ritter	do	do			600		350.50		
Lila Robinson	do	Feb. 1, 1894			600		494.89		
Blanche Roy	do	Dec. 1, 1894			600		350.50		

Blanche Rutledge	do	Jan. 1,1893			600		581.99	
Nellie A. Ryan	do	Oct. 10,1892			600		471.70	
Hannah Scanlon	do	Apr. 1,1892			600		581.75	
Jennie M. Shufeldt	do	Dec. 1,1894			600		297.53	
Anna Silsbee	do	Nov. 23,1892	Nov. 7,1894		600		167.93	
Dora A. Staples	do	Dec. 1,1894			600		310.81	
Caroline L. Stone	do	Mar. 1,1895			600		127.48	
W. O. Sutherland	do	Feb. 1,1894			600		573.86	
Maggie Taylor	do	Feb. 15,1894			600		322.97	
Virginia S. Taylor	do	Feb. 1,1894			600		563.64	
Hattie E. Thomas	do	do			600		553.90	
Katherine Tully	do	Mar. 3,1895			600		158.75	
Amelia Vallery	do	July 5 1893			600		500.39	
Eva M. Vaughan	do	Oct. 10,1892			600		560.69	
Katherine Welland	do	Dec. 17,1894			600		319.41	
Carrie Wells	do	Dec. 18,1893			600		550.36	
Mollie Wendling	do	Dec. 1,1894			600		261.42	
Clara Werther	do	Sept. 1,1891			600		567.20	
Laura S. Wright	do	Aug. 1,1894			600		514.76	
Selena Hosken	Box washer	July 1,1894		*$30.00			360.00	
Gertrude Watkins	do	do		*30.00			360.00	
James Gallagher	Laborer			2.00			312.00	
Wm. E. Dunsmore	do			2.00			70.00	
Edward O'Connor	do			2.00			40.00	
John F. Hogan	do			2.00			224.00	
Chas. G. Johnson	do			2.00			50.00	
James J. Fitzsimmons	do			2.00			64.00	
John Wallwork	do			2.00			12.00	
Nicholas Sheer	do			2.00			84.00	
Edgar Smith	do			2.00			92.00	
B. A. Galligan	do			2.00			36.00	
Chas. H. Brownell	do			2.00			10.00	
Wm. Donahan	do			2.00			36.00	
Metropolitan Ice Co						Ice		$90.90
Standard Supply Co						Lead seals		63.00
Thomas Manufacturing Co.						Interstate meat-inspection tags.		52.50
Gahan & Byrne						Office rent		2,400.00
Office Toilet Supply Co						Towel supply		139.87
Chicago Telephone Co						Telephone rental		162.27
Rand, McNally & Co						Stationery		67.48
The Kotzenberg Co						Paint, etc		29.77
Paul Reiser						Padlocks, etc		13.45
C. H. Hanson						Stamping ink, etc		17.00
Dennison Manufacturing Co.						Interstate meat-inspection tags.		1,325.00
Chas. O. Brockway						Interstate meat-inspection stamps.		2,336.50
Alex. H. Revell & Co						Desk		27.00
B. R. Rieser						Repairs lock boxes, etc		10.00

*Per month.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Chicago—Continued.									
Chicago Car Seal and Manufacturing Co.						Lead seals			$4,281.20
Standard Seal Co						Tin seals and tags			562.50
Star Union Line						Freight			38.15
Baltimore and Ohio R. R. Co.						do			10.44
F. D. Herriman						Hire, 2 buggies		$360.00	360.00
W. H. Chapman & Son						Repairing scissors			12.57
J. Haberle						Repairing lock boxes			13.50
Chas. J. Johnson						Tags for pork samples			19.00
Bausch & Lomb Optical Co						Microscopical instruments			12.50
Edward Kirk, jr						Scissors			32.40
Chicago and Erie R. R. Co.						Freight			8.90
Consumers' Pure Ice Co						Ice			28.95
Harry E. Overstreet						Drayage			37.71
H. B. Hall						Painting tables			20.00
Chicago Herald Co						Advertising			12.60
Freeman & Brown						Hire, saddle horse			20.00
Cleary Bros						Hire, 2 saddle horses			40.00
Burlington and Missouri River R. R. in Nebraska.						Transportation, Gibbs		13.00	
						Total $126,111.41	$113,018.80	559.25	12,533.36
Milwaukee.									
Adolph M. Casper	Inspector	Jan. 15, 1894			$1,200				
Do	do	Jan. 1, 1895			1,400		1,290.20		117.89
Jacob J. Eichstaedt	Stock examiner	June 5, 1894			900		900.00		
Christian Hiller	Tagger	Dec. 18, 1893			720				
Do	Stock examiner	Mar. 1, 1895			900		780.50		
Thomas C. Murphy	do	June 5, 1894			900		900.00		
George J. Reinsch	Clerk	May 15, 1895			900		116.23		
Chester J. Curtis	Tagger	June 5, 1894			720		720.00		
John P. Somers	do	Nov. 1, 1894			720		479.40		
Annie A. Ambridge	Assistant microscopist	Sept. 17, 1891			600		527.78		
Clara Buuck	do	June 1, 1893			600		529.48		
Martha Cannon	do	Jan. 2, 1895			600		257.04		
Marie J. Carlin	do	Feb. 15, 1895			600		193.76		
Barbara Dorse	do	Dec. 26, 1894			600		281.71		

Carrie L. Emerson	do	Feb. 16, 1895			600		182.11		
Louise Faust	do	Nov. 1, 1894			600		351.63		
S. D. Fisher	do	Oct. 1, 1894			600		301.07		
Katherine F. Graham	do	June 18, 1894			600		537.67		
Ella Knoblock	do	June 18, 1894			600		532.83		
Annie M. Leberman	do	Dec. 26, 1894			600		268.52		
Josephine A. Lyon	do	Dec. 15, 1894			600		266.86		
Mary McShane	do	Feb. 16, 1895			600		182.11		
Jennie Munger	do	do			600		38.33		
Mattie O'Brien	do	June 18, 1894			600		505.95		
Clara Osterhus	do	do			600		569.04		
Anna M. Quinn	do	Oct. 1, 1894			600		430.18		
Mary Somers	do	Feb. 16, 1895			600		215.00		
May Sountag	do	do			600		223.37		
Lillian J. Sweeny	do	Dec. 26, 1894	Feb. 18, 1895		600		54.78		
Anna Zimmerman	do	Feb. 16, 1895			600		223.37		
Thomas Manufacturing Co						Tags for condemned meat			4.00
Dennison Manufacturing Co.						Interstate meat-inspection tags.			16.25
E. J. Brooks & Co						Lead seals			11.90
Chicago Car Seal and Manufacturing Co.						do			10.00
Chicago, Milwaukee & St. Paul R. R. Co.						Freight			.25
Chas. O. Brockway						Interstate meat-inspection stamps.			11.40
						Total $12,030.61	11,858.92		171.69
Cudahy.									
Gustave Brauchle	Inspector	Nov. 6, 1893			1,200				
Do	do	Oct. 1, 1894			1,400		1,350.00		37.15
Henry Baumel	Stock examiner	Jan. 1, 1894			900		900.00		
James W. Carney	Tagger	Sept. 15, 1892			720				
Do	Stock examiner	Sept. 15, 1894			900		862.72		
Charles Elmer	Laborer			$2.00					
Do	Tagger	Sept. 15, 1894			720		701.30		
Mary Gorman	Assistant microscopist	Aug. 26, 1891			600		413.27		
Lucia Kemper	do	do			600		390.28		
Clara L. Kloes	do	Jan. 16, 1893			600		299.98		
Matie Kneeland	do	May 1, 1894			600		395.30		
Effra Maxon	do	Apr. 24, 1894			600		409.98		
Mabel Rockwell	do	Oct. 1, 1891			600		400.22		
Hattie Schultz	do	Sept. 15, 1891			600		398.28		
Frank Mackert	Laborer			2.00			488.00		
Chas. O. Brockway						Interstate meat-inspection stamps.			25.65
						Total $7,072.13	7,009.33		62.80

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Sioux City.									
John Airth	Veterinary inspector	Apr. 17, 1893	*Mar. 1, 1895		$1,400		$929.40		$4.25
Arthur B. Morse	Assistant inspector	*Mar. 1, 1895			1,200				
Do	Inspector	May 19, 1895			1,400		446.94	$7.10	7.25
W. B. Griggs	Tagger	Apr. 17, 1893			720				
Do	Stock examiner	Mar. 1, 1895			900		780.50		
Wm. B. Treadway	do	Jan. 1, 1894			900		900.00		
Chas. J. Chamberlain	Tagger	Mar. 1, 1894			720		720.00		
John Jacobson	do	Feb. 15, 1895			720		270.00		
Donald McDonald	do	Mar. 1, 1895			720		242.00		
D. A. Winnie	do	Apr. 17, 1893			720		720.00		
H. J. Nienstedt						Paste, varnish, etc			26.10
Chas. O. Brockway						Interstate meat-inspection stamps.			39.90
Chicago and Northwestern Rwy. Co.						Transportation, Morse		12.75	
Sioux City Packing Co						Repairing, painting, etc			25.00
Parsons Pelletier Dry Goods Co.						Desk			13.00
Chicago Car Seal and Manufacturing Co.						Lead seals			5.00
Sioux City Stamp Works						Rubber stamps, etc			3.00
						Total $5,152.19	5,008.84	19.85	123.50
Ottumwa.									
Tooie A. Geddes	Assistant inspector	*Apr. 1, 1895			1,200		300.00	15.43	2.15
S. E. O'Neill	Microscopist	July 1, 1893	Mar. 9, 1895		1,400		960.53		12.40
George C. Burke	Stock examiner	Jan. 1, 1894			900		892.56		
Abraham Mader	do	do			900		837.56		
Fannie Cone	Assistant microscopist	June 19, 1893	Mar. 9, 1895		600		112.20		
Alice E. Evans	do	July 10, 1893	do		600				
Ada A. Heath	do	July 1, 1893	do		600		117.09		
Bessie L. Mahaffy	do	June 16, 1893	do		600				
Sylvester M. Carr	Janitor and box cleaner	July 1, 1894		†$25.00			202.77		
Chas. O. Brockway						Interstate meat-inspection stamps.			8.55
A. G. Wallace						Stencil plates			2.00
						Total $3,463.24	3,422.71	15.43	25.10

Nebraska City.									
W. H. Gibbs	Inspector	*Mar. 1, 1895	*May 1, 1895						
Do	do	*May 17, 1895			1,200		327.47	8.75	7.15
Wilfred D. Robbins	do	Jan. 4, 1894	*Mar. 1, 1895		1,200		751.06		19.68
William Hawke	Stock examiner	Feb. 15, 1894	July 31, 1894		900		53.80		
William Pflaeging	Tagger	do			720				
Do	Stock examiner	Aug. 1, 1894			900		735.09		
F. A. Dammann	Tagger	June 10, 1895			720		39 56		
Porter J. Hand	do	Apr. 1, 1893	*June 17, 1895		720		491.73		
George M. Thomas	do	Aug. 1, 1894			720		472.55		
						Total $2,906.84	2,871.26	8.75	26.83
St. Joseph.									
John Forbes	Inspector	*Sept. 16, 1894			1,400		1,107.07	12.50	13.60
James Wilson	Assistant inspector	Dec. 1, 1894			1,200		701.10		
Frank A. Ewing	Stock examiner	*Sept. 16, 1894			900		711.68		
John P. Duggan	Tagger	Nov. 12, 1894			720		457 77		
James P. Ray	do	do			720		457.77		
Chas. O. Brockway						Interstate and export meat-inspection stamps.			17.10
Thomas Manufacturing Co						Tags for condemned meat			2.00
Dennison Manufacturing Co.						Interstate meat-inspection tags.			32.00
Crane, Shelby & Hutton						Chairs			5.25
Chicago Car Seal and Manufacturing Co.						Lead seals			71.00
Charles Bishoff						Canceling stamp			3.50
Frank W. Stout						Stationery			3.00
St. Joseph Stock Yards and Terminal Co.						Office rent			56.25
Vandalia Line						Freight			1.28
						Total $3,652.87	3,435.39	12.50	204.98
South Omaha									
Don C. Ayer	Inspector	Aug. 10, 1893			1,400		1,380.88		92.65
J. E. Blackwell	do	Aug. 1, 1893			1,400		1,396.20		3.75
A. T. Everett	do	Nov. 6, 1893			1,200		1,196.60		
E. W. Schirmer	do	Aug. 1, 1893			1,400		1,400.00		
E. L. Siggins	do	Sept. 1, 1893			1,400		1,400.00		
W. S. White	Microscopist	do			1,400		1,380.51		
Henry Beal	Tagger	June 1, 1893			720				
Do.	Stock examiner	Oct. 1, 1894			900		855.00		
D. J. Campbell	Tagger	June 1, 1893			720				
Do.	Stock examiner	Oct. 1, 1894			900		855.00		
J. W. Davis	do	Jan. 1, 1894			900		897.58		
George H. Guy	do	do			900		848.51		
William Holmes	do	do			900		900.00		
W. K. Jacobs	Tagger	May 16, 1893			720				

* By transfer.

† Per month.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
South Omaha—Cont'd.									
W. K. Jacobs	Stock examiner	June 27, 1895			$900		$722.02		
Frank Jelen	Tagger	May 16, 1893			720				
Do	Stock examiner	Apr. 1, 1895			900		755.17		
George Karll	Clerk	June 1, 1893	May 31, 1895		900				
Do	Stock examiner	June 26, 1895			900		813.41		
P. J. King	do	Jan. 1, 1894	June 25, 1895						
Do	do	June 27, 1895			900		666.91		
Thomas J. Lowrey	do	Mar. 25, 1895			900		242.50		
Jay Merrill	do	Jan. 1, 1894			900		892.52		
Benjamin S. Paddock	do	June 24, 1895			900		9.89		
Frank G. Patrick	do	Jan. 1, 1894			900		880.40		
Jacob I. Payne	do	do			900		900.00		
George Seay	do	Mar. 25, 1895			900		242.50		
Charles Conoyer	Clerk	June 15, 1895			900		39.56		
David Rush	do	May 22, 1893			900		892.68		
Geo. H. Bucklin	Tagger	June 24, 1895			720				
Jacob Burkard	do	May 16, 1893			720		720.00		
Joseph Butler	do	June 1, 1893	Dec. 8, 1894		720				
Do	do	Feb. 16, 1895			720		534.00		
Patrick Butler	do	May 16, 1893			720		712.08		
Thomas Casey	do	June 1, 1893	Dec. 8, 1894		720		260.28		
Dee N. Chase	do	June 27, 1895			720		7.91		
John Franck	do	May 16, 1893	Dec. 15, 1894		720		326.85		
John Garvey	do	do	Feb. 15, 1895		720		430.37		
James Godfrey	do	do	Dec. 8, 1894		720		315.05		
Richard Hanrigan	do	June 1, 1893	Oct. 15, 1894		720		209.35		
W. H. Harper	do	do	Feb. 15, 1895		720		452.00		
William Holland	do	Oct. 16, 1894	May 12, 1895		720		276.64		
Anton Inda	do	May 16, 1893	Dec. 15, 1894		720		328.75		
Anton Kostal	do	do			720		720.00		
James Kunes	do	do			720		720.00		
Thomas Leddy	do	June 1, 1893	Dec. 8, 1894		720				
Do	do	Feb. 16, 1895			720		580.99		
R. M. Mahana	do	June 1, 1895			720		720.00		
James D. Murphy	do	do			720		55.38		
John McCann	do	June 27, 1895			720		3.96		
Wm. W. McCombs	do	July 1, 1893	Dec. 8, 1894		720		309.13		
Richard Nichols	do	May 16, 1893			720		720.00		

John Reeves	do	do	Dec. 8, 1894		720		246.47		
L. Schibsby	do	Nov. 6, 1893			720		720.00		
Peter W. Sherlock	do	Mar. 25, 1895			720		190.12		
Philip Smith	do	May 22, 1893			720		706.26		
James Talbot	do	May 16, 1893	Jan. 10, 1895		720		320.87		
Samuel I. Valentine	do	Oct. 16, 1894			720		510.70		
Byron E. Vaughn	do	June 1, 1893	Oct. 15, 1894		720		209.35		
John Zeller	do	July 1, 1893	Dec. 15, 1894		720				
Do	do	June 27, 1895			720		328.75		
Louise Braddock	Assistant microscopist	June 16, 1893			600		338.10		
Ida E. Bushnell	do	May 16, 1893			600		313.80		
Mary Dalton	do	July 2, 1894			600		351.14		
Nellie M. Dennis	do	Jan. 5, 1895			600		205.88		
Maggie Fahey	do	do			600		196.10		
Mary Flynn	do	June 16, 1893			600		408.28		
Mary K. Giblin	do	do			600		294.04		
Lulu E. Gibson	do	May 22, 1893			600		416.47		
Anna Gurske	do	June 1, 1893			600				
Margaret Hogan	do	June 16, 1893			600		253.33		
Etta Kassal	do	do			600		303.82		
Cora A. Sayre	do	Jan. 5, 1895			600		205.99		
Etta Thompson	do	May 22, 1893			600		380.60		
Mary Jetter	Janitress and box cleaner	July 1, 1894	Nov. 30, 1894	*$25.00			125.00		
Mamie L. Vaughn	do	Dec. 1, 1894		*25.00			175.00		
W. B. Butler	Laborer			2.00			28.00		
D. N. Chase	do			2.00			28.00		
E. E. Bruce & Co						Glue and brushes			$10.10
Packers' National Bank						Office rent			555.00
J. S. Stott						Stationery			10.10
C. A. Melcher						Stationery and varnish			24.65
Goodman Drug Co						Varnish and turpentine			96.75
A. C. Raymer						Water cooler, etc			9.85
Chas. O. Brockway						Interstate meat-inspection stamps.			456.00
Dennison Manufacturing Co.						Interstate meat-inspection tags.			437.50
Festner Printing Co						Record book			7.50
Chicago Car Seal and Manufacturing Co						Lead seals			850.00
Adams Express Co						Expressage			23.70
American Express Co						do			26.30
O. H. Linnabary						Drayage			8.25
J. G. Hazlett & Co						Candles, flour, etc			19.48
J. B. Watkins & Co						Lumber			4.04
J. A. Fuller & Co						Varnish, etc			65.45
Union Pacific R. R. Co						Freight			2.10
Union Pacific R. R. Co., Union Division.						do			5.52

* Per month.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
South Omaha—Cont'd.									
Frank Pivonka						Rent			$32.00
J. E. Knowles						Constructing lock box			3.25
Receivers Union Pacific R. R. Co.						Freight			2.41
The G. H. Hammond Co						Glue			52.18
						Total $38,025.18	$35,226.65		2,798.53
Kansas City.									
John Airth	Veterinary inspector	*Mar. 1, 1895			$1,400		458.89	$2.00	
C. H. Davies	do	Sept. 18, 1891			1,400		1,400.00		
S. L. Brooking	Inspector	Nov. 15, 1893			1,400		1,400.00		52.30
W. C. Barth	do	Sept. 15, 1893			1,200		1,200.00		
Thomas A. Bray	do	Nov. 20, 1893			1,200		1,190.11		
W. H. Gibbs	do	Sept. 1, 1893	*Mar. 1, 1895		1,200		790.20		
Wingate Jackson	do	do			1,400		1,388.57		
C. J. Sihler	Veterinary inspector	Sept. 18, 1891			1,400				
Do	Inspector	Feb. 1, 1895			1,600		1,482.80		57.15
Albert J. Payne	Assistant inspector	June 1, 1895			1,200		85.71		
S. Stewart	Microscopist	July 1, 1893			1,400		1,396.13		
H. J. Blackwell	Stock examiner	Jan. 1, 1894			900		895.00		
Charles A. Brown	do	June 1, 1895			900		66.76		
George T. Cathel	do	Feb. 12, 1894			900		900.00		
N. J. Connor	Tagger	Feb. 1, 1894			720				
Do	Stock examiner	Jan. 16, 1895			900		795.03		
J. D. Cooper	do	Nov. 15, 1894			900		559.93		
Frank A. Ewing	do	May 1, 1894	*Sept. 16, 1894		900		188.28		
Thaddeus Fitzhugh	do	Jan. 8, 1894			900		788.08		
Josiah D. Flora	Tagger	Apr. 1, 1894			720				
Do	Stock examiner	May 16, 1895			900		740.83		
Geo. A. Franklin	do	June 17, 1895			900		34.62		
Wm. Gano	do	Feb. 1, 1894			900		892.50		
Washington Gobble	do	Feb. 15, 1894			900		900.00		
Robert E. L. Jackson	Tagger	June 19, 1893			720				
Do	Stock examiner	Nov. 19, 1894			900		830.97		
John L. Lobb	do	May 1, 1894			900		885.14		
Porter Morgan	do	May 7, 1894			900		897.57		
Harvey L. McDonald	do	May 1, 1894			900		900.00		
J. G. Rennie	Laborer			$2.00					

Do	Tagger	Jan. 16, 1895			720				
Do	Stock examiner	May 16, 1895			900		590.79		
J. H. Richardson	do	May 3, 1894			900		900.00		
A. E. Wagner	do	May 1, 1894			900		872.52		
W. N. West	do	Nov. 19, 1894			900		655.65		
D. C. Wood	do	Jan. 1, 1894	July 31, 1894		900		75.80		
John Conlon	Clerk	Sept. 1, 1893			900		900.00		
C. H. Morse	Tagger	Nov. 15, 1893			720				
Do	Clerk	Oct. 1, 1894			900		843.75		
I. N. Vance	Tagger	June 1, 1895			720				
Do	Clerk	June 27, 1895			840		60.66		
Charles Adams	Tagger	Oct. 1, 1893			720		682.27		
E. W. Bell	do	Nov. 15, 1893			720		712.00		
John Colgan	do	Feb. 1, 1894			720		715.98		
Bernard Cunningham	do	Dec. 15, 1893			720		673.00		
James De Goler	do	Apr. 1, 1894			720		712.00		
Robert Fleming	do	Nov. 15, 1893			720		720.00		
Harry D. Freeman	do	Nov. 1, 1893			720		682.61		
W. E. Frye	do	Feb. 1, 1894			720		720.00		
H. B. Gooch	do	May 1, 1894			720		696.37		
Porter J. Hand	do	*June 17, 1895			720		27.69		
A. J. Henley	do	May 1, 1895			720		59.34		
George M. Hughes	do	Oct. 16, 1893			720		715.98		
David Hunt	do	Dec. 1, 1893			720		711.94		
J. A. Liggett	do	Nov. 15, 1893			720		706.11		
M. J. Madden	do	Oct. 1, 1893			720		676.34		
G. T. Mann	do	Dec. 21, 1891			720		720.00		
Percy O. Perkins	do	Dec. 15, 1893	Apr. 26, 1895		720		589.53		
Daniel S. Platt	do	Jan. 22, 1894			720		706.11		
George F. Provost	do	Nov. 15, 1893			720		714.02		
J. W. Shannon	do	Feb. 1, 1894			720		720.00		
Samuel W. Smith	do	July 1, 1892			720		720.00		
A. M. Thistlethwaite	do	Apr. 1, 1894			720		708.28		
Sampson Wright	do	Dec. 15, 1893			720		675.94		
Kate H. Baker	Assistant microscopist	Sept. 1, 1893			600		358.75		
Ida Bannister	do	do			600		365.65		
Amelia Barthels	do	June 20, 1892			600		368.78		
Mary Bunce	do	Sept. 1, 1893			600		365.76		
Catherine C. Burke	do	do			600		378.83		
Mary L. Burke	do	do			600		382.06		
May E. Carlisle	do	do			600		315.70		
Katie Champlain	do	Oct. 16, 1893	May 15, 1895		600				
Anna F. Clarke	do	Sept. 1, 1893			600		339.56		
M. J. Connell	do	do			600		386.88		
May H. Crosby	do	do			600		380.24		
Celia Culbison	do	Dec. 1, 1892			600				
Bertha L. Diller	do	Sept. 1, 1893			600		390.25		
Josephine Donnelly	do	Sept. 18, 1891	May 15, 1895		600		53.80		
Ella Elliott	do	Dec. 26, 1892			600				
Sallie A. Evans	do	Sept. 1, 1893			600		393.49		
Midge Frechette	do	do			600		380.25		

*By transfer.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Kansas City—Continued.									
Sallie R. Griffin	Assistant microscopist	Sept. 1, 1893			$600		$385.18		
Mary Henry	do	do			600		391.86		
Lizzie M. Henshall	do	Dec. 27, 1892			600				
Minnie C. Hower	do	Sept. 1, 1893			600		337.98		
Libbie C. Hughes	do	do	Apr. 30, 1895		600		174.87		
Salie Hughes	do	May 1, 1895			600		64.29		
Herman J. Kelley	do	Sept. 1, 1893			600		388.53		
Rosa Le Fond	do	do			600		391.88		
Tessie Linderman	do	June 23, 1892			600		403.38		
Angie Mackey	do	Oct. 18, 1892			600		231.56		
Kate Martana	do	Jan 11, 1893			600		377.01		
Ida Belle Martin	do	Nov. 15, 1893			600		378.64		
Margaret Mertell	do	Sept. 1, 1893			600		329.70		
Bertha Morse	do	Sept. 18, 1891	Jan. 10, 1895		600				
Maria P. Mullay	do	Sept. 1, 1893			600		382.13		
Anna Mundy	do	Dec. 27, 1892			600				
Mary McCarty	do	June 1, 1892			600		357.23		
Caroline McKensie	do	Sept. 1, 1893			600		377.14		
Nellie E. O'Dowd	do	do			600		367.12		
M. Alice Ogden	do	June 16, 1893			600		324.61		
Nora Osborne	do	Jan. 1, 1893			600		67.83		
Ocy Grace Phillips	do	Dec. 27, 1892			600				
Tracy Schaeffer	do	Jan. 1, 1893			600				
Vevie V. Shaw	do	do			600				
Junie H. Stout	do	Sept. 1, 1893	Jan. 10, 1895		600		136.95		
Stella Sweet	do	June 16, 1893			600		375.41		
Emma J. Torrence	do	Sept. 11, 1893			600		375.41		
Jennie Tunstall	do	Sept. 1, 1893			600		378.75		
Florence E. Wheatley	do	July 1, 1893	Jan. 10, 1895		600				
Mary de L. White	do	May 22, 1893	do		600		76.63		
Marion Williams	do	Sept. 1, 1893			600		371.85		
Martha L. Wisdom	do	Oct. 1, 1893			600		267.13		
Fannie B. Woodson	do	do			600		376.96		
Emma M. Wyatt	do	Aug. 1, 1892			600		335.30		
C. Hodges	Janitor	July 1, 1894		*$35.00			397.41		
W. M. Stewart	Laborer			2.00			26.00		
L. B. Scott	do			2.00			134.00		
E. P. Bridges	do			2.00			44.00		

Alfred Adams	do			2.00			18.00		
G. A. Franklin	do			2.00			70.00		
T. C. Sappington	do			2.00			44.00		
M. Thompson	do			2.00			20.00		
James Cathel	do			2.00			10.00		
A. O. Stoeltzing						Gasoline, etc			$53.75
A. C. Fulkerson						Towel supply			60.13
G. W. Tourtellott						Office rent			540.00
Thomas Manufacturing Co						Interstate meat-inspection tags.			70.00
Standard Supply Co						Lead seals			280.00
A. Hoen & Co						Interstate meat-inspection stamps.			225.00
H. C. Liepsner						Canceling stamps, etc			5.00
F. P. Burnap						Stationery			13.75
Chas. O. Brockway						Interstate meat-inspection stamps.			798.00
E. J. Brooks & Co						Lead seals			238.00
Baltimore and Ohio Southwestern Rwy. Co.						Freight			12.28
Dennison Manufacturing Co.						Interstate meat-inspection tags.			1,496.50
Chicago Car Seal and Manufacturing Co.						Lead seals			2,945.00
W. A. Griswold						Soap			4.75
Evans Gallagher Drug Co.						Varnish, etc			139.67
Chicago and Alton R. R. Co						Freight			78.46
Vandalia Line						do			88.78
Liepsner & Mathews						Band dater and stamps			2.90
James Sullivan						Coal			49.75
W. H. Creed						Record books			17.25
A. Klein						Soap			7.18
Percy Douglass						Stationery			8.80
Kansas City, St. Joseph and Council Bluffs R. R. Co.						Transportation, Airth		$5.75	
Hannibal and St. Joseph R. R. Co.						Freight			10.14
Sioux City and Pacific R. R. Co.						Transportation, Airth		2.27	
Chicago and Northwestern R. R. Co.						do		.64	
R. S. McCurdy						Towel supply			10.64
						Total $62,056.38	54,780.54	10.66	7,265.18
Lincoln, Nebr.									
Wilfred D. Robbins	Inspector	†Mar. 1, 1895			1,200		403.30	4.25	11.35
John P. Higgins	Tagger	Mar. 1, 1895			720		242.00		
Chicago Car Seal and Manufacturing Co.						Lead seals			10.00
Missouri Pacific R. R. Co						Transportation, Robbins		1.74	

*Per month.

†By transfer.

TABLE C.—*List of persons employed and disbursements made during the fiscal year ended June 30, 1895*—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Lincoln, Nebr.—Cont'd.									
Dennison Manufacturing Co.						Interstate meat-inspection tags.			$4.50
Chas. O. Brockway						Interstate meat-inspection stamps.			5.70
						Total $682.84	$645.30	$5.99	31.55
Miscellaneous.									
A. Hoen & Co						Interstate meat-inspection stamps.			570.00
Thomas Manufacturing Co.						Tags for condemned meat			46.00
Chicago Herald Co						Advertising			40.00
Charles O. Brockway						Export certificates			575.00
Baltimore and Ohio R. R. Co.						Freight			8.72
Norfolk and Washington Steamboat Co.						do			1.12
Missouri Pacific Rwy. Co						do			3.55
Union Pacific R. R. Co						do			.59
American Railway Supply Co.						Tags for condemned meat			150.00
Dennison Manufacturing Co.						do			39.50
Z. D. Gilman						Compressor glasses			73.50
Samuel Springman						Freight			1.00
Peter Adams Co						Letter paper			58.32
Bausch & Lomb Optical Co.						Compressor glasses			52.50
Eimer & Amend						do			70.00
						Total $1,689.80			1,689.80
						Total meat inspection 356,118.24	323,538.14	647.43	31,932.67
						Grand total 532,473.86	477,673.21	10,072.37	44,728.28

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 97.

ALLOTMENT OF WICHITA INDIAN LANDS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

A reply to the resolution of the House relating to the allotment of Wichita Indian lands in the Territory of Oklahoma, and also transmitting accompanying documents.

DECEMBER 24, 1895.—Referred to the Committee on Indian Affairs and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, December 23, 1895.

SIR: I have the honor to acknowledge the receipt of the following resolution, passed by the House of Representatives:

Whereas by act of Congress, approved March 2, 1895, an agreement between the Wichita and affiliated bands of Indians in Oklahoma and the United States commissioners was duly ratified and provision made for the allotment of lands therein to the Wichita Indians, and providing for the opening of the surplus lands after allotment to homestead settlement; and

Whereas the Secretary of the Interior has wholly failed to appoint agents to allot said lands as provided in said act: Therefore be it

Resolved, That the Secretary of the Interior is hereby directed to report to this House, first, the reasons and causes operating, if any, to delay the appointment of allotting agents and the allotting of said lands to said Indians; second, whether any of his connections or relations by blood or marriage are acting as attorneys for said Indians, or any party or parties interested in delaying the opening of the same to settlement, if not incompatible with the public service.

The lands occupied by the Wichita and affiliated bands of Indians are a part of what is known as the "leased district." By the treaty of June 22, 1855, the Choctaws and Chickasaws leased all their lands lying between 98° and 100° west longitude to the United States. The lands occupied by the Wichitas and the affiliated tribes fall within this class. On June 28, 1866, the United States entered into another treaty with the Choctaws and Chickasaws. By the third article of this treaty it is provided "that the Choctaws and Chickasaws in consideration of the sum of $300,000, hereby cede to the United States the territory west of 98° west longitude, known as the 'leased district.'" There is a difference of opinion as to whether the Choctaws and Chickasaws, by the treaty of 1866, conveyed to the United States an absolute title, or

whether they ceded to the United States the lands referred to only for the purpose of allowing the same used for locating thereon friendly Indians. By those who maintain the latter contention it is insisted that so soon as the United States ceases to maintain friendly Indians upon the land now occupied by the Wichitas and affiliated tribes, then the lease granted by the Choctaws and Chickasaws is terminated and the fee-simple title vests in the Choctaws and Chickasaws. It will be remembered that the issue made by this contention has been discussed before Congress. Both the Senate and the House sustained the construction contended for by the Choctaws and Chickasaws and held their revisionary interest to be good to the land between 98° and 100° west longitude, and the Government paid $2,942,650 for a portion thereof occupied by the Cheyennes and Arapahoes.

President Harrison failed to carry into effect the first appropriation for this payment. His reasons will be found in a message dated February 18, 1892.

A much fuller presentation of this question will be found in an official communication from myself to Hon. A. J. Hunter, chairman of the subcommittee of the Committee on Indian Affairs, dated May 8, 1894, a copy of which is hereto attached, marked Exhibit A. In this letter I urged that it would be unwise to close negotiations with the resident Indians upon these lands and throw them open while the claims of the Choctaws and Chickasaws were left for after-decision, and in this connection stated that—

> So long as the lands are occupied by friendly Indians the reversionary interest of the Choctaws and Chickasaws, if they have any such interest, is practically of no value. Their reversionary interest, if they have such interest, matures when the friendly Indians are moved from a portion of these lands. * * * The alleged claim of the Choctaws and Chickasaws ought to be settled either by a reference to the courts or by an agreement before the friendly Indians are moved from these lands.

The act of March 2, 1895, provides for a reference to the courts of the claim of the Choctaws and Chickasaws, and requires that the United States and the Wichitas shall be parties to the litigation. The Choctaws have filed a petition in the Court of Claims, setting up their interest, and the Wichitas have answered this petition. There is now pending a motion by the Wichitas to limit the plaintiffs in their time to take testimony. The Chickasaws are represented by Messrs. James S. Standley and J. H. McGowan; the Choctaws by Messrs. Samuel Shellabarger, J. M. Wilson, and Robert L. Owen; the Wichitas are represented by Messrs. Josiah M. Vale, Andrew A. Lipscomb, Philip Walker, William C. Shelley, George D. Day, and Dennis W. Bushyhead.

The agreement with the Wichitas, and the act of March 2, 1895, left to the executive department discretion as to when allotments should be made. I have delayed suggesting to the President the appointment of allotting agents on account of the disadvantages which might accrue from having the allotments made and the surplus lands thrown open to settlement before the claim of the Choctaws and Chickasaws is adjusted.

First. If it is held that the Choctaws and Chickasaws have a reversionary interest, then that interest is worthless so long as friendly Indians occupy the lands as a Government reservation. If it becomes necessary to purchase the reversionary interest held by the Choctaws and Chickasaws, it will be very much better to purchase that interest while it is still a contingent interest, rather than to change it into a fee simple title, and then to begin negotiations for its purchase.

Second. If the claim of the Choctaws and Chickasaws is sustained it would not only affect the title to the unallotted land which is to be

opened to settlement, but might affect, also, the title to the land on which allotments are to be made.

The act of March 2, 1895, provides that the Court of Claims shall hear and determine the claim of the Choctaws and Chickasaws to the lands ceded by the agreement between the Wichitas and the United States. This agreement cedes all the lands occupied by the Wichita Indians to the United States, and requires a subsequent allotment to these Indians of portions of the land thus ceded. The litigation, therefore, certainly involves the title of the land to be allotted as well as the lands to be opened.

The act of March 2, 1895, requires the money derived from the sale of surplus land to be held subject to the claim of the Choctaws and Chickasaws. This provision, however, fails to acquire title to the United States of the Choctaws and Chickasaws. No agreement has been obtained from them to accept the money derived from the sale of a portion of the land in settlement of their claim for all of the land.

If the allotments are made and the balance of the lands thrown open before a decision is rendered upon the claim of the Choctaws and Chickasaws, the United States would be placing the Indians upon land under an agreement which involved the transfer of a good title by the United States, and would also be throwing open land to settlement, when in point of fact the United States did not have clear title to the land.

If, therefore, the authority given this Department by the act of March 2, 1895, is executed before the court decides that the Choctaws and Chickasaws have no title, or before the Government acquires the title of the Choctaws and Chickasaws, if the court decides that they have a reversionary interest, the Government would be placing Indians and settlers upon land under an act which conceded the title to be in dispute.

It is unnecessary to discuss the serious complications which might arise, involving the settler, the Indian, and the Government, from such action.

A letter was addressed to the Hon. A. J. Hunter, chairman of the Subcommittee of the Committee on Indian Affairs, March 30, 1894, and a copy of the same is hereto attached, marked Exhibit B; a telegram was sent January 15, 1895, to Hon. J. W. Maddox, a member of the Committee on Indian Affairs, and a copy of the same is hereto attached, marked Exhibit C. Both the letter and the telegram present the views of the Department as to the length of time which should elapse before the unallotted lands could properly be thrown open to settlement. I can not, however, say that the views contained in them influenced my course after the adoption of the act of March 2, 1895, for the delay has been due alone to the conclusion that the authority given to the Department by the act of March 2, 1895, to allot a portion of this land and open the surplus to settlement, should not be exercised until the cloud is removed from the title.

The resolution also inquires "whether any of his (referring to the Secretary of the Interior) connections or relations by blood or marriage are acting as attorneys for said Indians or any party or parties interested in delaying the opening of the same (the Wichita lands) to settlement."

Andrew A. Lipscomb, esq., of the city of Washington, is the husband of the second cousin of my wife. He is one of the counsel for the Wichitas in the litigation growing out of the claim by the Choctaws and Chickasaws for the reversionary interest in the land occupied by the Wichitas. I attach as Exhibit D a copy of the contract made by

the Wichitas with their attorneys. It will be seen that the compensation of the counsel for the Wichitas is to be a percentage of the money derived from the sale of the surplus land in case it is decided that the Choctaws and Chickasaws have no reversionary interest in those lands. I am not aware of any interest which the counsel for the Wichitas can have in delaying the allotment and the sale of the surplus lands. Niether has ever suggested an interest or a desire on their part or their clients part for delay. No connection or relation by blood or marriage of mine is acting as attorney for any party or parties interested in delaying the opening of these lands to settlement. No party or parties have presented to the Interior Department any objection to the full and immediate execution of the act of March 2, 1895.

Respectfully,

HOKE SMITH, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

EXHIBIT A.

DEPARTMENT OF THE INTERIOR,
Washington, May 8, 1894.

SIR: On the 10th ultimo you submitted to me the following question:

"Will you please inform me, as chairman of the subcommittee on Territories, what, if any, title the Choctaws and Chickasaws have in the lands known as the 'leased district' west of the 98th degree of longitude, claimed by the Wichita and Kiowa Indians, notwithstanding the action of the Fifty-first and Fifty-second Congresses? Did they not cede all their right and title by the treaty of 1866?"

The title of the Choctaw Nation to these lands originated by the treaty of 1820 (7 Stats. L., 210), by the second article of which it was provided that—

"For and in consideration of the foregoing cession on the part of the Choctaw Nation, and in part satisfaction for the same, the commissioners of the United States, on behalf of said States, do hereby cede to said nation the tract of country west of the Mississippi River, situate between the Arkansas and Red rivers, and bounded as follows: Beginning on the Arkansas River where the lower boundary line of the Cherokees strikes the same; thence up the Arkansas to the Canadian Fork and up the same to its source; thence due south to the Red River; thence down Red River, three miles below the mouth of Little River, which empties itself into Red River on the north side; thence a direct line to the beginning."

The western boundary of the Choctaw lands, according to the above description, was at or near the one hundred and third degree of west longitude. In 1821 the United States entered into a treaty with Spain (8 Stat. L., 252), by the third article of which it is provided that—

"The boundary line between the two countries west of the Mississippi shall begin on the Gulf of Mexico, at the mouth of the river Sabine, in the sea, continuing north along the western bank of that river to the thirty-second degree of latitude; thence by a line due north to the degree of latitude where it strikes the Rio Roxo of Natchitoches, or Red River; then following the course of the Rio Roxo westward to the degree of longitude 100 west from London and 23 from Washington; then crossing the said Red River, and running thence by a line due north to the river Arkansas."

By this cession of 1821 the United States disposed of all the Choctaw lands west of one hundredth degree of west longitude.

By treaty between the United States and the Choctaw Nation, dated September 27, 1830 (7 Stat. L., 333), it is provided by the second article that—

"The United States under grants specially to be made by the President of the United States shall cause to be conveyed to the Choctaw Nation a tract of country west of the Mississippi River, in fee simple to them and their descendants, to inure to them while they shall exist as a nation and live on it, beginning near Fort Smith, where the Arkansas boundary crosses the Arkansas River, running thence to the source of the Canadian Fork, if in the limits of the United States, or to those limits." * * *

By this last description the extent of the Choctaw lands westward was limited to the one hundredth degree of west longitude, for, as will be seen by the treaty between the United States and Spain, above referred to, the United States had parted with title to the lands west of the one hundredth degree of west longitude. The quantity of land lying west of the one hundredth degree of west longitude, and

within the original boundary by the Choctaw treaty of 1820, is considerable, but just how much I am not advised.

On the 22d of June, 1855, the United States entered into another treaty with the Choctaw Nation, by article 1 of which it is provided that:

"The following shall constitute and remain the boundaries of the Choctaw and Chickasaw country, viz, beginning at a point on the Arkansas River, one hundred east of old Fort Smith, where the western boundary line of the State of Arkansas crosses the said river, and running thence due south to Red River; thence up Red River to the point where the meridian of one hundred degrees west longitude crosses the same; thence north along said meridian to the main Canadian River; thence down said river to its junction with the Arkansas River; thence down said river to the place of beginning."

The second article of said treaty provides just what portion of said country should be set apart to the Chickasaws, as follows:

* * * "Beginning on the north bank of Red River at the mouth of Island Bayou, where it empties into Red River, about twenty-six miles on a straight line below the mouth of False Wachitta; thence running a northwesterly course along the main channel of said bayou to the junction of the three prongs of said bayou nearest the dividing ridge between Wachitta and Low Blue rivers, as laid down on Captain R. L. Hunter's map; then northwesterly along the eastern prong of Island Bayou to its source; thence due north to the Canadian River; thence west along the main Canadian to the 98th degree of west longitude; thence south to Red River, and thence down Red River to the beginning." * * *

It will be borne in mind that the Choctaw Indians at the date of the treaty of 1855 owned land as far west as the one hundredth degree of west longitude, and the Chickasaws were given by said treaty an interest in the Choctaw lands east of the ninety-eighth degree of west longitude.

By the ninth article of said treaty it is provided that—

"The Choctaw Indians do hereby absolutely and forever quitclaim and relinquish to the United States all their rights, title, and interest in and to any and all land west of the one hundredth degree of west longitude." * * *

And it also in said article provided that:

"The Choctaws and Chickasaws do hereby lease to the United States all that portion of their common territory west of the ninety-eighth degree of west longitude for the permanent settlement of the Wichitas and such other tribes or bands of Indians as the Government may desire to locate therein; excluding, however, all the Indians of New Mexico and also those whose usual ranges at present are north of the Arkansas River and whose permanent locations are north of the Canadian River."

And further, that such Indians "shall be subject to the exclusive control of the United States, under such rules and regulations, not inconsistent with the rights and interests of the Choctaws and Chickasaws, as may from time to time be prescribed by the President for their government."

By this article of the treaty the Choctaw Nation sold and relinquished to the United States all its right, title, and interest in its lands west of the one hundredth degree of west longitude; and the Choctaws and Chickasaws leased all their lands lying between the ninety-eighth and one hundredth degrees of west longitude. For this sale of land west of the one hundredth degree by the Choctaw Nation, and for the lease of the lands between the ninety-eighth and the one hundredth degrees by the Choctaw and Chickasaw Nations, the United States agreed to pay, and did pay, the sum of $800,000 ($600,000 to the Choctaws and $200,000 to the Chickasaws); the interest of the Choctaws in said lands being treated as three-fourths, and the interest of the Chickasaws one-fourth.

On June 28, 1866, the United States entered into another treaty with the Choctaw and Chickasaw nations, and by the third article of said treaty it is provided that—

The Choctaws and Chickasaws, in consideration of the sum of three hundred thousand dollars, hereby ceded to the United States the territory west of the 98th degree, west longitude, known as the "leased district" * * *

It is upon the proper construction of this clause of the treaty of 1866 that the question presented by you arises.

There is a difference of opinion as to whether the Choctaws and Chickasaws, by the treaty of 1866, conveyed to the United States an absolute title, or whether they ceded to the United States the lands referred to for the purpose of the same being used for locating thereon friendly Indians. By those who claim that the Choctaws and Chickasaws absolutely conveyed these lands to the United States it is contended—

(1) That the terms used in the treaty are sufficiently comprehensive to pass a full title to the United States.

(2) That by the treaty of 1855 these lands were leased to the Government for the purpose of locating friendly Indians thereon, but excluded therefrom certain Indians; and the Choctaws and Chickasaws reserved the right to settle upon said lands, if they chose to do so; that none of these limitations, restrictions, or privileges in reference to these lands appear in the treaty of 1866.

(3) That under the treaty of 1855 the Choctaw and Chickasaw nations were paid $800,000 for the sale by the Choctaws of their lands west of the one hundredth degree of west longitude and for the lease by the Choctaws and Chickasaws of their lands west of the ninety-eighth degree; that the Choctaws received one-fourth of this amount which indicates that the bulk of the sum of $800,000 or all of it was really paid for a perpetual lease of their lands lying between the ninety-eighth and one hundredth degrees of west longitude; and that under the treaty of 1866 an additional sum of $300,000 was paid; that the language of the treaty of 1866 is that the land is ceded for and in consideration of the sum of $300,000. And it is contended that this additional $300,000 was given for the complete and perfect extinguishment of the Indian title to said lands, the Government having the same perpetually leased.

(4) That by the treaty of August 25, 1868 the Kiowa, Comanche, and Apache reservations in the leased lands were created; and that treaty provided that—

"Said district of country shall, be and the same is hereby, set apart for the absolute and undisputed use and occupation of the tribes herein named, and for such friendly tribes or individual Indians as from time to time they may be willing (with the consent of the United States) to admit among them."

And it is contended that by making this treaty the Government dealt with the lands as though it had the fee simple title; that it was understood at the time that the Government did have the fee simple title to these lands and devoted them to the absolute use and occupancy of the Kiowas, Comanches, and Apaches, and such other friendly Indians as they might be willing to admit among them, which, it is plain, is inconsistent with the idea that the Government simply held the lands in trust for the purpose of locating friendly Indians thereon.

(5) That in addition to the treaty rights conferred upon the Kiowas, Comanches, and Apaches, these Indians can take their lands in severalty at any time and have patents issued conveying the lands to them in fee simple under the terms and restrictions of the general allotment law, and it is contended that this action on the part of the Government is inconsistent with the idea that the cession of these lands was a mere trust to the United States for the use of friendly Indians.

(6) It is contended further that in 1865 a proposition was made by the United States to the Choctaws and Chickasaws, Creeks, Seminoles, and Cherokees to treat with them for portions of their land, and treaties were made; and that the treaty with the Creeks provides:

"In compliance with the desire of the United States to locate other Indians and freedmen thereon, the Creeks hereby cede and convey to the United States, to be sold and used as homes for such other civilized Indians as the United States may choose to settle thereon, the west half of their entire domain."

And in the Seminole treaty the language is:

"In compliance with the desire of the United States to locate other Indians and freedmen thereon, the Seminoles cede and convey to the United States their entire domain, being," etc.

While in treaty with the Choctaws and Chickasaws the language is:

"That the Choctaws and Chickasaws, in consideration of the sum of three hundred thousand dollars, hereby cede to the United States the territory west of the 98th degree of west longitude."

and that the difference in the language used in these treaties (the Creeks and Seminoles ceding the lands in trust for a certain purpose and the Choctaws and Chickasaws ceding the lands without limitation or restriction) was intentional, and that the Choctaws and Chickasaws meant thereby to convey unconditionally their lands lying west of the ninety-eighth degree of west longitude.

This construction of the treaty ceding the lands west of the ninety-eighth degree of west longitude is advocated by my immediate predecessor, Mr. Secretary Noble, and also very strongly by President Harrison in a message to Congress, February 17 1892.

On the other hand it is intended that by the treaty of 1855 the lands of the Choctaws and Chickasaws west of the ninety-eighth degree of west longitude were leased to the United States, i. e., held in trust for the purpose of locating friendly Indians thereon with certain restrictions which excluded certain Indians from occupying the lands, and with the privilege to the Choctaws and Chickasaws that they might if they chose to do so, settle upon any of said lands; that the treaty of 1866 did not in anywise change the character of the trust except that the United States were given thereby unlimited authority to settle upon said lands any friendly Indians and also denied the right thereafter of the Choctaws and Chickasaws to settle upon any of said land.

In support of this view of the question it is contended:

(1) That the Choctaws by the treaty of 1855 relinquished all title and claim to all their lands west of the one hundredth degree of west longitude, amounting to several millions of acres, for which, and for the lease of the lands of the Choctaws and

Chickasaws west of the ninety-eighth degree, they received the small sum of $800,000; that this sum or the larger portion thereof was intended as compensation for the lands relinquished to the United States by the Choctaws west of the one hundredth degree, and that the lease of the lands west of the ninety-eighth degree was for a mere nominal sum, and notwithstanding the fact that the lease was a very small part of the consideration for the $800,000, yet one-fourth of this amount was given to the Chickasaws who had no interest whatever in the lands west of the one hundredth degree, and that, therefore, the Government of the United States has really never paid for the leased lands.

(2) That it is stated in the treaty of 1866 that the Choctaw and Chickasaw land west of the ninety-eighth degree is ceded to the United States for and in consideration of the sum of $300,000, but that in point of fact the $300,000 were not given for the purchase of these lands, but were given to be used for the benefit of the freedmen residing in said Choctaw and Chickasaw nations; that by the treaty of 1866 negro slavery thereafter was prohibited within said nations; that said $300,000 were given, and it is provided that the same shall be invested and held, by the United States in trust for said nations until the legislatures of the Choctaw and Chickasaw nations, respectively, shall have made such laws, rules, and regulations as may be necessary to give all persons of African descent residence in said nations at the date of the treaty of Fort Smith and their descendants theretofore held in slavery among said nations all the rights, privileges, and immunities, including the right of suffrage of citizens of said nations, excepting the annuities, moneys, and public domain belonging to said nations, respectively, and also:

"To give to such persons who were residents as aforesaid and their descendants forty acres each of the land of said nations on the same terms as the Choctaws and Chickasaws, to be selected on the survey of said land after the Choctaws and Chickasaws and Kansas Indians have made their selections, as herein provided; and immediately on the enactment of such laws, rules, and regulations the said sum of three hundred thousand dollars shall be paid to the said Choctaw and Chickasaw nations in the proportion of three-fourths to the former and one-fourth to the latter, less such sum at the rate of one hundred dollars per capita, as shall be sufficient to pay such persons of African descent before referred to as within ninety days after the passage of such laws, rules, and regulations shall elect to remove and actually remove from the said nations, respectively."

It is contended that this article provided that the Choctaws and Chickasaws should have the $300,000, provided they should give to the freedmen, former slaves, each forty acres of land and should admit them to all the rights, privileges, etc., of citizens, including the right of suffrage, except an interest in the annuities, moneys, and public domain of said nations, less such sum as was necessary to pay $100 per capita to such persons of African descent as chose to remove and did actually remove from said nations, respectively. It is provided in the treaty that:

"Should the said laws, rules, and regulations not be made by the legislatures of said nations, respectively, within three years from the ratification of this treaty, then the said sum of three hundred thousand dollars shall cease to be held in trust for the said Choctaw and Chickasaw nations, and be held for the use and benefit of such of said persons of African descent as the United States shall remove from the said Territory in such manner as the United States shall deem proper—the United States agreeing, within ninety days from the expiration of the said two years, to remove from said nations all such persons of African descent as may be willing to remove."

It is claimed that the $300,000 were to be paid to the Choctaw and Chickasaw nations, respectively, for the benefit of the persons of African descent who had formerly been slaves in said nations; that the $300,000 was to compensate the Choctaw and Chickasaw nations for giving to each freedman 40 acres of land and for admitting them to the rights and privileges of citizenship; that it was estimated at the time that the number of persons of African descent in the Choctaw and Chickasaw nations was 3,000, and that the $300,000 was the amount which it was estimated would be sufficient to pay to each one $100 who might choose to remove from the nations, respectively, and to compensate the Choctaw and Chickasaw nations at the rate of $100 for each person of African descent who might remain within said nations, and who should be admitted to citizenship and given 40 acres of land; and that no part of said sum was received really in payment for the ceded lands.

(3) That the $800,000 provided for by the treaty of 1855 was not in fact compensation for the lease of the lands west of the ninety-eighth degree, and that the $300,000 provided for in the treaty of 1866 was not in any sense compensation for the extinguishment of the title of the Choctaws and Chickasaws to their lands west of the ninety-eighth degree, nor for the lease of said lands.

(4) That the United States Government was desirous of locating all the Indians possible within what is known as the Indian Territory; that the treaty of 1855 forbade the use of what is known as the leased lands of the Choctaws and Chickasaws for Indians north of the Canadian River; that the United States was desirous of

having the unrestricted right to place friendly Indians upon these leased lands and upon lands of other of the civilized tribes, and with that view the Government proposed to negotiate treaties with the Choctaws and Chickasaws, Creeks, Seminoles, and Cherokees; that the Honorable D. M. Cooley, Commissioner of Indian Affairs, was appointed a commissioner on the part of the United States Government to negotiate a treaty with these Indians, and that as such commissioner he addressed the council of these Indians and declared that, as the representative of the President of the United States, the commission for which he spoke was empowered to enter into new treaties with the proper delegates of the tribes located within the Indian Territory and others living west and north of the Indian Territory; "that such treaties must contain substantially the following stipulations," and among those named are the fifth and sixth propositions, as follows:

"Fifth. A part of the Indian country to be set apart to be purchassd for the use of such Indians from Kansas or elsewhere as the Government may desire to colonize therein.

"Sixth. That the policy of the Government to unite all the Indian tribes of this region into one consolidated government shall be accepted."

It is contended that the object of making the treaty was to procure lands for the use of the Indians, and not with a view of vesting title absolutely in the United States Government; that in the treaty made soon thereafter with the Creeks it is provided that the lands so conveyed are to be used as homes for such Indians as the United States may choose to settle thereon; and in the Seminole treaty made soon thereafter, the lands are ceded to the United States in compliance with the desire of the United States to locate other Indians and freedmen thereon; that while the use to which the lands ceded by the Choctaws and Chickasaws was to be devoted is not expressly stated in the treaty, yet that was the object for which the cession was obtained, and that the Choctaws and Chickasaws understood at that time that they were ceding their lands west of the ninety-eighth degree for the purpose of being occupied by friendly Indians, and for no other purpose.

(5.) That Hon. D. M. Cooley, Commissioner of Indian Affairs, and one of the Commissioners to negotiate said treaty, so understood said treaty at the time, and in making his annual report as Commissioner of Indian Affairs to the Secretary of the Interior after the treaty had been negotiated, but before its ratification and promulgation, he uses this language:

"With the Choctaws and Chickasaws a treaty was agreed upon on the basis of the seven propositions heretofore stated, and in addition to which those tribes agreed to a thorough and friendly union among their own people, and forgetfulness of past differences to the opening of these leased lands to the settlement of any tribes whom the Government of the United States may desire to place thereon."

It is contended that the Government understood at the time the meaning of the treaty of 1866 to be that the Choctaws and Chickasaws consented "to the opening of the leased lands to the settlement of any tribes whom the Government of the United States might desire to place thereon," thereby removing formal restrictions, and that it was for this purpose, and for this purpose alone, that the cession was made, and not with the view of vesting title absolutely in the United States.

(6) And that since the treaty was promulgated the construction contended for by the Choctaws and Chickasaws has been adopted by the Government; first, by the Secretary of the Interior, Mr. Schurz, as far back as 1879, in reply to a communication from the Secretary of War, who said:

"The lands ceded by the Choctaws and Chickasaws were by article 9 of the treaty of June 22, 1855, leased to the United States for the permanent settlement of the Wichitas and such other tribes or bands of Indians as the Government may desire to locate thereon. The treaty of 1866 substituted a direct purchase for the lease but did not extinguish or alter the trust."

Second, by Mr. Secretary Teller, on February 14, 1884, in answer to a Senate resolution inquiring as to the present status of lands in the Indian Territory, other than those claimed and occupied by the Five Civilized Tribes, who said:

"These lands were acquired by treaties with the various Indian nations or tribes in that Territory in 1866, to be held for Indian purposes and to some extent for the settlement of the former slaves of some of said nations or portions thereof."

And third, by the action of both Houses of Congress in 1892, the history of which action is as follows: President Harrison sent to Congress a message in which he gave as a reason for not having carried out that portion of the Indian appropriation act of 1891, which made an appropriation to pay the Choctaws and Chickasaws for a portion of the leased lands, that the Choctaws and Chickasaws had made an absolute cession of the leased lands to the United States by the treaty of 1866, and that they had neither a legal or equitable title thereto.

The reports of the Senate and House Committees on Indian Affairs, made in reply to said message, sustained the claim of the Choctaws and Chickasaws, which reports were adopted by the respective Houses.

(7) It is therefore contended that both parties to the treaty of 1866 understood the treaty to be that these lands were ceded for the purpose of giving the United States the unlimited right to settle friendly Indians thereon, and that the cession did not extinguish the Indian title to said lands.

(8) That the Choctaws and Chickasaws have always understood the meaning of the treaty to be that their lands west of the ninety-eighth degree were ceded for the purpose only of giving to the United States the unlimited right to settle thereon friendly Indians without restriction; that this being their understanding and construction of the treaty, the same should be so construed; and they contend that the rule laid down by the Supreme Court, in 6 Peters, pp. 515–582, for construing treaties and agreements between the United States and Indian tribes, should control in this instance, to wit:

"The language used in treaties with the Indians should never be construed to their prejudice. If words be made use of which are susceptible of a more extended meaning than their plain import as connected with the tenor of the treaty, they should be considered as used only in the latter sense. To contend that the word 'allotted' if reference to the lands guaranteed to the Indians in certain treaties, indicates a favor conferred rather than a right acknowledged, would, it would seem to me, do injustice to the understanding of the parties. How the words of the treaty were understood by this unlettered people, rather than their critical meaning, should form the rule of construction."

And they also claim that the treaty should be construed according to the rule laid down by the Supreme Court in the case of the Choctaw Nation (119 U. S., 1) for construing agreements between the United States and Indians as follows: "Between a superior and inferior, whereby the latter is placed under the care and control of the former, and which, while it authorizes the adoption on the part of the United States of such policy as their own public interest may dictate, recognizes, on the other hand, such an interpretation of their acts and promises as justice and reason demand in all cases where power is exerted by the strong over those to whom they owe care and protection. The parties are not on an equal footing, and that inequality is to be made good by the superior justice, which looks only to the substance of the right, without regard to technical rules framed under a system of municipal jurisprudence, formulating the rights and obligations of private persons equally subject to the same laws."

I have thus fully presented the contention upon both sides of this question. I will not take time to answer the contention of the Choctaws and Chickasaws. After careful investigation I do not believe that they have any interest in the leased district. Were the matter left to the decision of this Department I should hold that they ceded all their right and title by the treaty of 1866. But they were sufficiently persuasive to satisfy at least one former Congress of the validity of their claim, and I suggest that it would be unwise to close a negotiation with the Kiowas and Comanches by which the land would be opened, and leave the claim of the Choctaws and Chickasaws for future decision. So long as the lands are occupied by "friendly Indians," the reversionary interest of the Choctaws and Chickasaws, if they have any such interest, is of practically no value. Their reversionary interest, if they have such interest, matures when the "friendly Indians" are moved from a portion of these lands. When the treaty of 1866 was made it is undoubtedly true that neither the United States nor the Choctaws and Chickasaws contemplated opening this land at any time for settlement. The Choctaws and Chickasaws never expected to obtain any additional pay for these lands. The United States will be compelled to pay the Kiowas and Comanches for them, and I suggest that the alleged claim of the Choctaws and Chickasaws ought to be settled either by a reference to the courts or by an agreement before the "friendly Indians" are moved from these lands.

Very respectfully,

HOKE SMITH, *Secretary.*

Hon. A. J. HUNTER,
House of Representatives

EXHIBIT B.

DEPARTMENT OF THE INTERIOR,
Washington, March 30, 1894.

SIR: I have the honor to acknowledge the receipt of your letter of February 7, 1894, inclosing copies of House bills Nos. 2876, 2877, and 3962, to ratify and confirm certain agreements with the Indians, and providing for the allotment and opening to entry of the surplus lands remaining after the allotments.

In said reference it is stated any suggestions "by amendment as to the manner of disposing of the lands will be thankfully received."

These bills have been referred to the Commissioner of Indian Affairs, and also to the Commissioner of the General Land Office, and copies of their reports thereon are herewith, dated February 17, 1894, and March 13, 1894, respectively.

The principal suggestions made by the Commissioner of Indian Affairs in his report are as follows:

That in the matter of opening of ceded lands that the same be postponed for at least three years from the time of ratification of the agreements with the Indians, during which time the allotments may be made to the Indians as provided for in these bills; that in the reference of certain matters to the Court of Claims for decision, the right of appeal to the Supreme Court of the United States should be accorded to the United States as well as to the Indians; that no portion of the moneys received by the Indians under these agreements shall be applied to the payment of judgments for Indian depredations under the act of March 3, 1891, and that the commission allowed Agent Luther H. Pike be reduced to 6 per cent.

Drafts of the sections to be added to these bills have been drawn to carry into effect these suggestions, and much of the same could be accomplished by amendment of existing sections without the addition of new sections to the bill.

Your attention is particularly called to these and other suggestions of a similar nature contained in the report of the Commissioner of Indian Affairs.

The Commissioner of the General Land Office, in his report, suggests an amendment of that part of the section providing for the disposal of the surplus lands, wherein it is provided "that the rights of honorably discharged Union soldiers and sailors of the late civil war, as defined and described in sections 2304 and 2305 of the Revised Statutes, should not be abridged," by inserting the following "except as regards the payment of $1.25 per acre above provided for."

This amendment would seem to be necessary in order to remove any doubt in the matter of the rights intended to be conferred upon honorably discharged soldiers and sailors under the proposed legislation.

The only matter remaining for consideration is as to devising some plans in providing for the opening of the surplus lands to avoid the great rush and contention of crowds competing for the lands, at a particular time prescribed in advance, as has been the custom heretofore in the opening of similar lands.

It is particularly difficult to devise a plan so as to afford an equal opportunity to all citizens desiring to acquire homes on these and similar cessions in an orderly manner, but the necessity of some such legislation is made more apparent by each opening to entry of lands of this character.

I would suggest that the plan set forth in House bill 6172, entitled "A bill to provide for the opening of Indian reservations and for other purposes," be adopted in this case.

That the Secretary of the Interior be authorized to cause the public lands to be surveyed and to locate townsites at suitable places, to be surveyed into lots, blocks, streets, and alleys.

That all the agricultural lands which are non-mineral and not included in any townsite to be sold at public auction, after due notice inviting bids for the same, in sub-divisions not exceeding 160 acres or not less than 40 acres except in case of fractional lots, and stating the time during which bids in writing and sealed will be received by the register of the local land office. Each tract to be sold to the highest bidder, one-fifth of the purchase money to be paid in cash and the remainder in four equal installments, under the regulations prescribed by the Secretary of the Interior; provided that no lands shall be sold at less than the price per acre paid by the United States therefor.

Only those persons who are qualified to enter under the homestead law shall be entitled to bid or purchase at such sale. That the purchaser shall, within six months from the date of his purchase, establish his residence on the land purchased and within seven years within the date of the original purchase submit proofs showing compliance with the requirements of the homestead law. The amount bid shall be paid in addition to the ordinary homestead fees and commissions. Communication of any entry under this act may be made in accordance with the provisions of section 2301, Revised Statutes of the United States, as amended by the sixth section of the act of March 3, 1891, on proper proof of payment of final homestead commissions in addition to the purchase price under this act. Any agricultural lands remaining undisposed of after having once been offered for sale shall be opened to settlement after due notice for that purpose under the public lands laws of the United States, but any person making entry under this provision shall pay for the lands not less than the price per acre paid by the United States in addition to the ordinary fees and commissions. Lots in townsites shall be sold to the highest bidder not to exceed two lots to any one bidder, after thirty days' notice, sealed bids in writing to be made as in the case of agricultural lands, and any lots remaining undisposed of to be sold at private entry at not less than $10 for each lot.

The rights of honorably discharged soldiers and sailors, as defined by sections 2304 and 2305 of the Revised Statutes, should be preserved so far as is practicable under this general plan.

As to the date of opening these lands to settlement, I do not fully agree with the Commissioner of Indian Affairs that it should be fixed at three years from the ratification of the agreement. It will require considerable time to make the allotments, and since the ceded lands can not be designated until after that, the opening will be necessarily delayed that long. This should, in my opinion, be sufficient time to enable the Indians to adjust themselves to their new condition.

The papers referred to in the report of the Commissioner of Indian Affairs are also herewith transmitted.

Very respectfully,

HOKE SMITH, *Secretary.*

Hon. A. J. HUNTER,
Chairman of the Subcommittee of the Committee on Indian Affairs,
House of Representatives, Washington, D. C.

EXHIBIT C.

[Telegram.]

DEPARTMENT OF THE INTERIOR,
WASHINGTON, *January 15, 1895.*

Hon. J. W. MADDOX, *House of Representatives:*

I repeat communication received from Commissioner of Indian Affairs, as follows:

"Replying to inquiry of Hon. John W. Maddox, of the House Committee on Indian Affairs, addressed to this office by telephone yesterday, I would say that I do not think the Wichitas are prepared for allotments in severalty and citizenship.

"They are further advanced than their neighbors, the Cheyennes and Arapahoes, but still I doubt the expediency of making them citizens. If, however, the pending agreement should be ratified it should be expressly provided that none of the unallotted lands shall be opened to settlement for three years at least after the allotments to the Indians shall have been made and approved. I should be strongly opposed to any legislation that did not make such provision. This office made full report on House resolutions 2876 and 3962 on February 17, 1894"—

and express my concurrence in his views.

HOKE SMITH, *Secretary.*
By W. C. P.

EXHIBIT D.

Contract between the Wichita and affiliated bands of Indians and Josiah M. Vale, of Washington, D. C.; George D. Day, of Howard County, Md.; Andrew A. Lipscomb, of Washington, D. C., and Dennis W. Bushyhead, of Tahlequah, Ind. T.

Whereas under the terms of certain articles of agreement made and entered into at Anadarko, in the Indian Territory, on the 4th day of June, A. D. 1891, by and between David H. Jerome, Alfred M. Wilson, and Warren G. Sayer, commissioners on the part of the United States, and the Wichita and affiliated bands of Indians in the Indian Territory, it was stipulated and agreed in the first article of said agreement that—

The said Wichita and affiliated bands of Indians in the Indian Territory did thereby cede, convey, transfer, relinquish, forever and absolutely, without any reservation whatever, all their claim, title, and interest of every kind and character in and to the lands embraced in the following-described tract of country in the Indian Territory, to wit:

"Commencing at a point in the middle of the main channel of the Washita River where the ninety-eighth meridian of west longitude crosses the same; thence up the middle of the main channel of said river to the line of 98° 40′ west longitude, thence on said line of 98° 40′ due north to the middle of the channel of the main Canadian River; thence down the middle of said main Canadian River to where it crosses the ninety-eighth meridian; thence due south to the place of beginning;" and

Whereas by the second article of said agreement it is provided that there shall be allotted to each and every member of said Wichita and affiliated bands of Indians in the Indian Territory, native and adopted, one hundred and sixty acres of land in the manner prescribed in said agreement; and

Whereas by the terms of the fifth article of said agreement it is provided that in addition to the allotments provided for in said agreement and the other benefits to be received under the articles thereof said Wichita and affiliated bands of Indians claim and insist that further compensation in money should be made to them by the United States for their possessory right in and to the lands above described in excess of so much thereof as may be required for their said allotments thereof, it is further agreed in said article that the question as to what sum of money, if any, hall be paid to said Indians for such surplus lands shall be submitted to the Conress of the United States, the decision of Congress thereon to be final and binding pon said Indians; provided if any sum of money shall be allowed by Congress for surplus lands, it shall be subject to a reduction for each allotment of land that may be taken in excess of one thousand and sixty (1,060) at that price per acre, if any, that may be allowed by Congress; and

Whereas in said agreement it is provided by its terms that it shall have effect whenever it shall be ratified by the Congress of the United States; and

Whereas the Congress of the United States have accepted, ratified, and confirmed said agreement; and

Whereas it is admitted by the United States that the Choctaw and Chickasaw nations claim to have some right, title, and interest in and to the lands ceded by the foregoing agreement, which claim is controverted by the United States, therefore jurisdiction has been conferred upon the Court of Claims to hear and determine the said claim of the Choctaws and Chicksaws and to render judgment thereon, it being the intention of the act conferring jurisdiction upon said Court of Claims in the premises to allow said Court of Claims jurisdiction, so that the rights, legal and equitable, of the United States, and the Choctaw and Chickasaw nations, and the Wichita and affiliated bands of Indians in the premises shall be fully considered and determined, and to try and determine all questions that may arise on behalf of either party in the hearing of said claim, the Attorney-General being authorized to appear in behalf of the United States, only, either of the parties to said action having the right to appeal to the Supreme Court of the United States, and it being provided further that said action shall be presented by a single petition making the United States and the Wichita and affiliated bands of Indians parties defendant, which petition shall set forth all the facts on which the said Choctaw and Chickasaw nations claim title to said land; and

Whereas it appears that the said Wichita and affiliated bands of Indians are made, or are about to be made, defendants in said suit, and that they will be required to make answer to a petition filed against them in the Court of Claims, and that they will be required to defend an action about to be instituted against them in said court, which is liable to be appealed to the Supreme Court of the United States;

And whereas it is essential to the interests of the said Wichita and affiliated bands of Indians that they employ counsel learned in the law to appear and defend their rights in said Court of Claims, and appear and represent their interests in the Supreme Court of the United States, if the same shall be necessary, and to appear and represent them, the said Indians, before committees of the Congress of the United States if the business referred to in this contract shall be brought before the Congress of the United States or before the Executive Departments, to the end that the rights of said Indians shall be fully protected and secured to them in the premises;

Now, therefore, this contract entered into this 1st day of May, A. D. 1895, between the Wichita and affiliated bands of Indians by Towaconie Jim, Niastoe, Ker kee wah kai off, Ker wah hunt tee nish, Jim Bob, White Bread, Beayoun tea noe, Caddo Jake, Jack Thomas, their duly authorized attorneys in fact expressly thereunto empowered, and Josiah M. Vale, Andrew A. Lipscomb, attorneys and counsellors at law, of the city of Washington, in the District of Columbia, George D. Day, of Howard County, Md., and Dennis W. Bushyhead, of Talequah, Ind T.,

Witnesseth: That the special purpose for which this contract is made is to secure the services of said Josiah M. Vale, George D. Day, Andrew A. Lipscomb, and Dennis W. Bushy Head, as the attorneys for said Wichita and affiliated bands of Indians, to appear and defend the rights of said Indians in the Court of Claims in any action which may be instituted against the said Indians or to which they may be made a party in said court as hereinbefore set forth, and to appear and represent said Indians and their interests in the Supreme Court of the United States if the same shall be necessary, and to appear for and represent said Indians before the committees of the Congress of the United States and Executive Departments, if the business referred to in this contract shall be brought before the Congress of the United States, to the end that the rights of said Indians shall be fully protected and secured to them in the premises.

Second. That this contract shall continue in full force and effect for the period of ten years from the date of the signing hereof by said Josiah M. Vale, George D. Day, Andrew A. Lipscomb, and Dennis W. Bushy Head.

Third. That said Josiah M. Vale, George D. Day, Andrew A. Lipscomb, and Dennis W. Bushy Head, acknowledge themselves retained and employed by said Wichita

and affiliated bands of Indians, and agree, for and in consideration of the covenants hereinafter expressed, to represent the interests of the said tribe of Indians in the matter herein specified as the purposes of this contract, and to do and perform all things necessary and proper to be done in their capacity as attorneys and counselors of said tribe of Indians touching said matters.

Fourth. In consideration whereof the said Wichita and affiliated bands of Indians, by their duly authorized and empowered attorneys in fact, hereby employ and retain the said Josiah M. Vale, George D. Day, Andrew A. Lipscomb, and Dennis W. Bushy Head, to do and perform the things above set forth as the purposes of this contract, and they, the said Wichita and affiliated bands of Indians, hereby covenant and agree to pay to said Josiah M. Vale, George D. Day, Andrew A. Lipscomb, and Dennis W. Bushy Head, or their legal representatives, a sum of money equal to six per cent of the compensation which may or shall hereafter be paid to them, the said Indians, by the United States or set aside for their use and benefit for their possessory right in and to the lands above described, including reservations, in excess of so much thereof as may be required for the allotments to said Indians as herein set forth, and the said compensation to said Josiah M. Vale, George D. Day, Andrew A. Lipscomb, and Dennis W. Bushy Head shall be paid to them, their legal representatives, heirs, or assigns, out of the proceeds of the said fund arising from the payment by the United States to said Indians, or the setting aside thereof to the use or benefit of said Indians for their possessory right in and to the above-described lands, immediately upon the said fund being set apart for said Indians or to their use and benefit.

Fifth. The basis of the claim or right of said Wichita and affiliated bands of Indians herein set forth is their alleged right to a money compensation to them for their possessory right in and to the lands above described in excess of so much thereof as may be reserved for allotment under and by the terms of the agreement between the Commissioners of the United States and the said Wichita and affiliated bands of Indians hereinbefore referred to; that the source from which such money compensation shall be derived is the United States, and the money and compensation derived from the settlement and determination of the rights of said Indians in the lands herein referred to is to be disposed of in accordance with law for the use and benefit of said Indians after deducting therefrom the compensation herein agreed to be paid to said Josiah M. Vale, George D. Day, Andrew A. Lipscomb, and Dennis W. Bushy Head, and the payment of such compensation to said Josiah M. Vale, George D. Day, Andrew A. Lipscomb, and Dennis W. Bushy Head.

In testimony whereof the said parties hereto, the said Wichita and affiliated bands of Indians by their attorneys in fact, Towaconis Jim, Niasto, Ker-kee-wah-kai-off, Ker-wah-hunt-tee-nish, White Bread, Beayoun-tea-noe, Caddo Jake, Jack Thomas, and Jim Bob, thereunto duly authorized and empowered, and Josiah M. Vale, George D. Day, Andrew A. Lipscomb, and Dennis W. Bushy Head, on their own behalf, have hereunto affixed their signatures, the same being signed in quadruple by the attorneys in fact for said Indians at Anadarko, in the Territory of Oklahoma, by said Towaconis Jim, Niastoe, Kei-kee-wah-kai-off, Kei-wah-hunt-tee-nish, White Bread, Beay-oun-tea, Caddo Jake, Jack Thomas, and Jim Bob, on the first day of May, 1895, and by the said Josiah M. Vale and Andrew A. Lipscomb, at the city of Washington, in the District of Columbia, on the 22nd day of May, A. D. 1895, and by the said George D. Day and Dennis W. Bushy Head, at Anadarko, in the Territory of Oklahoma, on the first day of May, 1895.

TOWACONIS JIM (his x mark).
NIASTO (his x mark).
KEIKEE-WAH-KAI-OFF (his x mark).
KEI-WAH-HUNT-TOE-NIAH (his x mark).
DENNIS W. BUSY HEAD.
GEORGE D. DAY.
WHITE BREAD (his x mark).
BEAYOUN-TEA (his x mark).
CADDO JAKE (his x mark).
JIM BOB (his x mark).
JACK THOMAS (his x mark).
JOSIAH M. VALE.
ANDREW A. LIPSCOMB.

Witnesses:

M. Z. WALLICE,
E. F. BENTON,
(As to first ten; as to last two.)

Witnesses to Jack Thomas mark and signature:

S. J. RICHARDS.
CHAS. RIDER.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 98.

EXAMINATION OF UPPER WHITE RIVER, ARKANSAS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of examination of upper White River, Arkansas.

DECEMBER 24, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, December 23, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated November 29, 1895, together with a copy of a report from Lieut. William L. Sibert, Corps of Engineers, dated September 14, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of upper White River, Arkansas.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., November 29, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated September 14, 1895, by Lieut. William L. Sibert, Corps of Engineers, giving the results of a preliminary examination of upper White River, Arkansas, to determine the proper method of improvement, provided for by the terms of the river and harbor act of August 17, 1894.

It is the opinion of Lieutenant Sibert that the upper White River is worthy of improvement, also that the proper method of improving all of it except the alluvial portion is by means of locks and fixed dams. The division engineer, Col. H. M. Robert, Corps of Engineers, concurs in the opinion of the local officer that the upper White River is worthy of improvement by the United States from Batesville, Ark., to Buffalo Shoals, a distance of about 89 miles, and that the proper method of

improvement is by locks and dams. In the opinion of Colonel Robert the remainder of the upper White River is not worthy of improvement just now.

This river is capable of improvement from the engineer's point of view, but the information at hand does not convince me that the needs of commerce justify the expenditure of public money upon it at this time. In the words of the law I must therefore say that in my judgment the stream is not worthy of improvement.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF UPPER WHITE RIVER, ARKANSAS, TO DETERMINE THE PROPER METHOD OF IMPROVEMENT.

UNITED STATES ENGINEER OFFICE,
Mount Nebo, Ark., September 14, 1895.

SIR: In compliance with instructions contained in letter from your office dated August 20, 1894, I have the honor to submit the following report concerning the proper method of improving upper White River, Arkansas, as called for in section 10 of the river and harbor act of August 17, 1894:

From the mouth of White River to the point where Black River enters White the depth available for navigation is seldom less than 3½ feet. From this point up White River the fall per mile increases and the available depth during low-water season decreases. The mouth of Black River is therefore considered in this report as marking the dividing line between upper and lower White River.

Proceeding up White River from the mouth of Black, the valley is alluvial for about 20 miles, and from that point up the river assumes the characteristics of a mountain stream, the banks becoming stable, the valley becoming narrower, the river sometimes running through gorges with vertical cliffs of rock on both sides.

The principal obstructions to low-water navigation below Batesville are gravel bars forming low dams across the river. Above Batesville these bars or dams are sometimes gravel, sometimes gravel and bowlders, and sometimes solid rock.

From the mouth of Black River to Batesville the fall per mile is 0.978 foot. From Batesville to Buffalo Shoals the fall per mile is 1.648 feet. From Buffalo Shoals to Forsyth, Mo., the fall is about 2.33 feet per mile.

The low-water discharge above Batesville was determined last year to be about 1,300 cubic feet per second. No high-water discharge has ever been determined; the high-water mark is known at several places, and 260,000 cubic feet per second is submitted as an approximation, the mean high-water velocity being assumed at 6.25 miles per hour. There has been no high water in White River this season.

There are two recognized methods of permanently improving the navigation of a stream—one by regulating the width, form, and slope of the river by means of dikes, training walls, bank protection, etc., and one by means of locks and dams.

Some work has been done on this river, classible under the first method of improvement. This work has been done with a view to the improvement of certain shoals, but no methodical plan for the improvement of the river, viewed as a whole, has been attempted by this method, the rate of appropriations not warranting it.

The testimony of the steamboat men is that the navigation season has not been prolonged any by this work. A table is submitted below showing the depths at low water on the ruling shoals between Batesville and Calico Rock before improvement and the depths at present. The depths of 1874 are taken from a report to Major Suter by R. J. Dukes; the present depths are based on the statement of Captain Warner, steamer *Dauntless* (draft, light, 8 inches).

The third column of gauge readings is from soundings actually taken under my direction, gauge about 2 feet. The miles in the table are distances above Newport, Ark., by survey of 1885.

Name of shoal.	Miles.	Depth, 1874.	Depth, 1895.	Depth, 1895 (gauge 2 feet).	Nature of bottom.
		Inches.	*Inches.*		
Cornwall	48	18	8	2 feet	Gravel.
Maxwell	49	.....	14	.....	Do.
Dark Corner	52	.....	7	2 feet	Do.
Ehrenhardt	52.3	.....	7	19 inches.	Do.
Slip-Up Bar	56	.....	6	25 inches.	Do.
Batesville Shoal	61	.....	20	3 feet	Bowlders.
Cajin	70	12	7	22 inches.	Gravel.
Dry Creek	71	18	12	23 inches.	Do.
Wild Haws	73.5	11	6	2 feet	Gravel (probably rock under).
Porter Hodge	76.8	12	20	20 inches–	Gravel and bowlders.
Round Bottom	80.5	30	18	27 inches.	Gravel, rock, and bowlders.
Mary Harris	86.8	6	18	25 inches.	Gravel.
Wooten (Perrin)	87	10	18	3 feet	Do.
Mount Olive (lower)	89.8	6	8	25 inches.	Gravel (probably rock under).
Mount Olive (upper)	90 5	6	20	.....	Bowlders.
Fish Trap	94	6	10	26 inches.	Bowlders and gravel.
Piney	95.8	9	12	23 inches.	Do.
White House	97.7	12	9	3 feet	Gravel.

R. J. Dukes mentions other shoals; but since the comparison of methods of improvement is based on the reach from Batesville to Calico Rock, the other shoals are not included in this list.

The soundings taken when water was 2 feet on the gauge show that a 2-foot rise in the river does not increase the depths on the shoals by that amount.

Of the above-named shoals contraction works have been erected at the following:

Cornwall.—One rock wing dam, 230 feet long, on left bank; built fiscal year 1892. Present condition: Washed to 0.5 foot below low water; dangerous to navigation.

Dark Corner.—One brush and gravel wing dam, 462 feet long, across chute on left; one brush and gravel dam, 50 feet long, across chute on right. Both built in fiscal years 1885–86; rebuilt in fiscal year 1887; repaired in fiscal year 1890. Present condition: Dam on left bank has two breaks in it, remaining portion 0.5 foot above low water; dam on right bank is in good condition, 3 feet above low water.

Ehrenhardt.– One stone, gravel, and brush wing dam, 512 feet long, on right bank; one stone, gravel, and brush wing dam, 448 feet long, on left bank; built fiscal year 1885. The 448-foot dam, on left bank, was lengthened to 700 feet in fiscal year 1887. One gravel, stone, and brush wing dam, 115 feet long, on right bank, was built in fiscal year 1890. Present condition: No trace of the 512-foot dam on the right bank; barely a trace of the 700-foot dam on the left bank. The 115-foot dam is in good condition, 3 feet above low water.

Batesville Shoal.—One brush and gravel dam, 294 feet, across chute on right; built in fiscal year 1883; repaired in fiscal year 1887. Present condition: Useless.

Wild Haws.—One gravel, stone, and brush wing dam 885 feet long on left bank; one gravel, stone, and brush wing dam 1,120 feet long on right bank. Built in fiscal year 1887. Present condition, for the first 500 feet from shore the dam on right bank is in fair condition and is 2.5 feet above low water; the remainder of this dam is washed flat to low water; of the dam on the left bank practically nothing remains.

Round Bottom.—Four stone wing dams, 56 feet, 345 feet, 132 feet, and 136 feet long, on left bank, built in fiscal years 1883 and 1887. Present condition, barely a trace of the 56-foot dam; 132-foot dam entirely gone; 345-foot dam is washed flat to 0.5 above low water; 136-foot dam is gone entirely.

Mary Harris.—One stone wing dam 140 feet long on right bank and one 350 feet long on left bank, built in fiscal year 1887. Present condition, dam on right bank is gone; dam on left bank is partly good, one hole, 40 feet, washed out midway; about 200 feet remains to a height of 3 feet above low water.

Wooten (Perrin).—One stone wing dam 192 feet long on left bank, built in fiscal year 1886, raised in fiscal year 1887. One stone wing dam 192 feet long, built on right bank in fiscal year 1887. Present condition, dam on right bank is gone; dam on left about 1 foot above low water.

Fish Trap.—One stone wing dam 388 feet long on left bank, built in fiscal year 1887. Present condition, about 0.5 foot above low water.

Piney.—One stone wing dam 418 feet long on right bank, built in fiscal year 1887. Present condition, only 150 feet of shore end left, and it is about 1 foot above low water.

White House.—One gravel, stone, and brush wing dam 850 feet long on right bank, one 700 feet long on left bank, built in fiscal year 1887. Present condition, both dams washed down to low water and are covered with gravel.

Sam's.—Two stone, gravel, and brush dams 313 feet and 175 feet long across chutes; built in fiscal year 1881, rebuilt in fiscal year 1887. Present condition of the 313-foot dam, 63 feet is gone and the remainder washed to 0.5 foot above low water. The 175-foot dam is entirely gone.

A comparison of the available depths of 1874 with those of 1895, and the record of the dams lost do not show favorably for contraction, or at least for an attempt to improve a river as a whole by contracting certain places only, unless those places are markedly abnormal.

The experience derived from the attempts made to improve rivers by contraction seems to be that it is impracticable to destroy the stair-like profile of a stream and to create a uniform slope in the bed of the river, but that we must accept at the outset the fact that the stream will forever consist of pools and falls at low water, and that in addition to contracting the river to a calculated width we must also so shape the bottom and banks above and below a crossing as to reproduce the observed conditions at the naturally good crossings in the stream. To make a close estimate for an improvement of this character requires more data than is in the possession of this office.

* * * * * * *

The country tributary to this river is largely undeveloped, and the largest amount of the present commerce is timber in its various forms. To be forced to pass rafts through a lock every 10 miles would be troublesome, and considering only the rafting interests it would be desirable to either improve this river by contraction or let it remain as it is.

However, if there is to be no future development in this country, and the ever-decreasing timber interests are to be the guiding element, the river is not worth improving by either method.

This river runs through a mountainous country which is rich in minerals. The bottom lands are small in extent, but fertile.

The high table-lands on either side of the river are a part, or could be made part, of the famed fruit-growing section of northwestern Arkansas, the apples from which section were awarded the first premium at the World's Fair at Chicago.

I tried to obtain some technical data concerning the zinc, marble, lead, and manganese in this section, but was unable to do so.

That there are large and valuable deposits of manganese, carbonate of zinc, and many square miles underlaid with marble, can, in my opinion, be accepted as a fact. A specimen of carbonate of zinc from this section weighing 12,000 pounds was exhibited at the World's Fair at Chicago and was awarded the first prize, being less than 1 per cent under theoretically pure zinc ore. This zinc is being marketed on a small scale, transportation facilities not warranting much development. The manganese in the Batesville district is being worked, a railroad having been extended from Batesville into the manganese deposits near there.

The marbles from this section have been tested by the Smithsonian Institute, and they compare favorably with Tennessee and Georgia marbles.

There are no railroads in this section above Batesville, due probably to the excessive cost of construction through a rough, mountainous country, and the river is the only artery of commerce for a section of country approximately 200 miles long and 200 miles wide.

If the transportation of minerals, such as zinc and lead ores, and manganese and marble will in the future constitute the bulk of the commerce, a 3-foot channel obtained by contraction, with its swift current and narrow channel, would not be the most desirable, because heavy freights are most economically shipped by barges and anything less than 4 feet is not an economical depth for such shipments; and since the future development, which will probably be in the direction outlined above, is the only grounds upon which a systematic improvement is justifiable, the improvement by locks and dams is in my opinion the best method.

It should be stated that the improvement of a river by regulating its channel is not always successful, and that a great many failures have been recorded, due probably to the fact that the laws governing the flow of water in rivers are not thoroughly known, and in my opinion the experiment on upper White River would be a doubtful one, considering the small discharge and the nature of the obstructions.

Canalization is a well-known, well-tried, and certain method if the work is well done and the banks of the stream are stable.

Movable dams are of course preferable to fixed ones, but the extreme cost of using such dams, with their small admissible height in a river with the fall of the upper White, precludes their consideration in this discussion.

Fixed dams will, undoubtedly, have a tendency to gradually fill up the pools in the completed system. Green, Barren, and Kentucky rivers in Kentucky, however, were improved by locks and fixed dams about fifty years ago, and outside of the annual spring dredging to clean out the entrances to the locks I do not think that navigation has been interfered with by the filling of the pools. Upper White River and the upper parts of the rivers mentioned above have somewhat similar characteristics, and the United States is continuing the same system on those streams without fear of the filling of the pools interfering with navigation, at least during the life of the proposed improvements.

In my opinion upper White River is worthy of improvement; also that the proper method of improving all of it except the alluvial portion is by means of locks and fixed dams. The fall per mile in the alluvial part is about 0.978 feet, and if careful surveys do not disclose locations for locks where the banks are stable and suitable foundations

can be made, this portion had best, in my opinion, be improved by regulation works.

In my opinion, Buffalo Shoals should be the upper limit of the improvement for the present at least.

Although lower White River has water sufficient for navigation the year round, there are no through steamboat lines on it.

Memphis and St. Louis are the markets for the section of the country under consideration, but the White River parallels the Mississippi to such an extent that from Newport, 6 miles below the mouth of Black River, to Memphis by water is 421 miles, while it is 98 miles by railroad. So the railroads have won on the through traffic.

The existence of the river has considerable effect on freight rates, however. From Newport, Ark., to Batesville a railroad parallels the White River (this road is a branch of the main line passing through Newport), and ordinarily there is very little steamboating between Newport and Batesville. It must be accepted in any scheme for improvement, that so long as the markets for northwestern Arkansas remain to the north or east of that section, the freights out of the upper White River Valley will be taken by the railroad at either Newport or Batesville, and that for the present the people in the upper White River Valley will derive, practically, as much benefit from improvements commencing at Batesville and extending up the river as if they commenced at the mouth of Black River.

While ultimately, in my opinion, the river will be worthy of improvement from the mouth of Black River to Buffalo Shoals, a distance of 116 miles, thus giving this section a competing all-water route to a possible Southern market, that part of it from Batesville, Ark., to Buffalo Shoals, a distance of 89 miles, should be improved first. If it be decided to improve by locks and dams, no further surveys are necessary to the preparation of a project with estimate for that portion of the river from Batesville to Buffalo Shoals. A survey at an estimated cost of $2,000 would be necessary in preparing a project for that portion from the mouth of Black River to Batesville.

A profile map* of upper White River (survey of 1885) is inclosed herewith.

Very respectfully, your obedient servant,

WM. L. SIBERT,
First Lieutenant of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.
(Through the Division Engineer.)

[First indorsement.]

U. S. ENGINEER OFFICE, SOUTHWEST DIVISION,
New York City, November 7, 1895.

Respectfully forwarded to the Chief of Engineers, United States Army. I concur in the opinion of Lieutenant Sibert that the upper White River is worthy of improvement by the United States from Batesville, Ark., to Buffalo Shoals, a distance of about 89 miles, and that the proper method of improvement is by locks and dams. Lieutenant Sibert states that no additional surveys are necessary for the preparation of a project with estimates for improving this portion of the river by locks and dams.

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*Not printed.

For the reasons given by Lieutenant Sibert, I think that the question as to the worthiness of improvement of the remainder of the upper White River should be deferred until after the portion above recommended has been improved. It is not worthy of improvement just now, but whether it will be after the improvement recommended has been completed is another question which the future will answer.

HENRY M. ROBERT,
Colonel of Engineers, Division Engineer.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 99.

JAMES T. S. GREENFIELD AND OTHERS.

Letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the cases of James T. S. Greenfield and others against the United States.

DECEMBER 24, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 23, 1895.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in each of the annexed causes, which cases were referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 3154. James T. S. Greenfield *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that James T. S. Greenfield, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed May 22, 1893.

[Court of Claims. Congressional case No. 3154. James T. S. Greenfield *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States, for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 16th day March, 1888.

On a preliminary inquiry the court, on the 23d day of May, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 19th day of November, 1895.

A. J. Willard, esq., appeared for claimant, and the Attorney-General, by S. A. Putnam, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That the property belonging to James T. S. Greenfield was taken from him by the United States Army and used by said Army, the date, place, and command being particularly stated as below:

In Maury County, Tenn., on or about the fall of 1864, by the forces of the United States, namely: Colonel McChristian's troops, General Wilder's troops, Maj. J. C. Frankenberger, of the First Ohio Cavalry, Captain Shaw, and McManus's Cavalry:

9,600 pounds of corn, 855 bushels, at $1 per bushel	$855.00
4,000 pounds of fodder, at $1 per 100	40.00
Rations for two companies of cavalry, Captain Shaw's and McManus's men, for one day and a night, for man and horse, viz:	
125 bushels of corn, at $1	125.00
960 pounds of fodder, at $1	9.60
3 meals each man, at 12½ cents	45.00
1 gray horse	150.00
1 roan horse, worth	150.00
1 sorrel horse, worth	150.00
1 good serviceable horse, worth	200.00
Total	1,724.60

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from James T. S. Greenfield, of Maury County, Tenn., during the war for the suppression of the rebellion, by military authority for the use of the United States Army stores and supplies, then reasonably worth the sum of six hundred and ninety-five dollars ($695), which does not appear to have been paid for.

BY THE COURT.

Filed November 25, 1895.

A true copy.
Test, this 21st day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 259. Elizabeth Grosh, executrix of Lewis A. Grosh, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that the claimant's testator, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed November 16, 1885.

[Court of Claims. Congressional Case No. 259. Elizabeth Grosh, administratrix of Lewis A. Grosh, deceased, *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States, for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 30th day of January, 1885.

On a preliminary inquiry the court, on the 16th day of November, 1885, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 21st day of May, 1895.

A. J. Willard, esq., appeared for claimant, and the Attorney-General, by C. C. Binney, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in her petition makes the following allegations:

That the following stores and supplies were taken from the said Lewis A. Grosh, in the county of Washington, in the State of Maryland, during the late rebellion and used by the United States Army:

7 tons of timothy hay	$105.00
40 bushels of wheat for forage, at $1.50	60.00
10 bushels of corn for forage, at 75 cents	7.50
228 panels of post and plank fence for fuel, at $1.25	285.00
4 tons of timothy hay, at $15	60.00
250 bushels of corn, at $1	250.00
150 panels post and plank fence, at $1.25	187.50
Total	955.00

The case having been heard by the Court of Claims, the court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

I.

During the war for the suppression of the rebellion Lewis A. Grosh and Elizabeth Grosh, his wife, were the owners in common of 10 acres of land in Washington County, Md., which came to them by devise from the father of said Lewis A. Grosh. The terms of the will were that upon the death of either the title should vest in the survivor.

II.

The court has set forth, in the preliminary inquiry heretofore found, that Lewis A. Grosh was loyal to the Government of the United States throughout said war, but the question as to the loyalty of Elizabeth Grosh, his wife, who survived him, and who filed the petition herein as administratrix, has not been presented to the court, and the same has not been passed upon.

III.

During the war there were taken from the said 10 acres of land, by proper military authority for the use of the United States Army, stores and supplies of the kind mentioned in the petition, the common property of the said Lewis A. and Elizabeth Grosh, then reasonably worth the sum of four hundred and ninety-five dollars ($495), which does not appear to have been paid for.

BY THE COURT.

Filed May 27, 1895.

A true copy.
Test, this 21st day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 7328. David McKinney *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that David McKinney, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout the war.

BY THE COURT.

Filed October 24, 1892.

[Court of Claims. Congressional Case No. 7328. David McKinney *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States, for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 17th day of February, 1890.

On a preliminary inquiry the court, on the 27th day of June, 1892, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 5th day of February, 1895. Charles and William B. King, esqs., appeared for claimant, and the Attorney-General, by Charles C. Binney, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That the following property belonging to David McKinney was taken from him by the United States Army and used by the said Army, the date, place, and command being particularly stated below.

In Texas County, in the State of Missouri, on or about the dates and by the United States forces hereinafter specified, to wit:

Taken May 15, 1863, by Colonel Blunt, of General Herron's command:	
1 horse, 4 years old	$150.00
1 sorrel mare, 8 years old	100.00
1 stallion, 6 years old	200.00
100 bushels of corn, at $1 per bushel	100.00
Taken on the same date by Major Beall's Sixth Regiment Kansas Cavalry Volunteers:	
30 bushels of corn, at 75 cents per bushel	22.50
1 iron-gray horse, 15 hands high	150.00
Total	722.50

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from the claimant, David McKinney, during the late war, in Texas County, State of Missouri, and appropriated to the use of the United States Army, quartermaster stores and commissary supplies of the kind alleged in the petition, the reasonable value of which at the time and place was two hundred and sixty-five dollars ($265.00), which does not appear to have been paid for.

BY THE COURT.

Filed February 11, 1895.
A true copy.
Test, this 21st day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 8033. Estate of Xavier Zeltner, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Xavier Zeltner, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed March 19, 1894.

[Court of Claims. Congressional case No. 8033. John Zeltner, administrator of Xaver Zeltner, deceased, *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on Claims of the House of Representatives on the 21st day of August, 1890.

On a preliminary inquiry the court, on the 19th day of March, 1894, found that the person alleged to have furnished the supplies or stores or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 5th day of February, 1895.

A. J. Willard, esq., appeared for claimant, and the Attorney-General, by Charles C. Binney, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

In Howard County, in the State of Missouri, on or about the 15th of October, 1864, by forces of the United States Army—namely, Colonel Harding's Forty-third Regiment Missouri Volunteers—to wit:

1 two-horse wagon	$140
1 pair of draft horses	380
1 set of new harness	40
Total	560

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

I.

During the war for the suppression of the rebellion, to wit, in October, 1864, the Union forces were in control and defending the town of Glasgow, Chariton County, Mo., under the command of one Colonel Harding, Forty-third Regiment Missouri Volunteer Infantry, against an attack by the Confederate forces under the command of one Col. J. B. Clark; and while thus engaged Colonel Harding impressed 1 horse, 1 wagon, and 1 double set of harness belonging to the claimant, Xaver Zeltner, late of said county and State, and also impressed 1 horse belonging to Albert Zeltner, a minor son of said claimant, and with said 2 horses, wagon, and harness, with the claimant's said son, who was forced to drive, used the same in hauling ammunition to the Union troops then engaged in battle against the Confederate forces aforesaid in defending said post.

II.

That as a result of the engagement described in Finding I the Union forces surrendered to the Confederate forces, and the latter forces seized and took into their possession from the claimant's son the said 2 horses, wagon, and harness, and the said property was lost to claimant and his son; that the son, who was at the time of the seizure of his horse about 16 years of age, relinquishes, in his testimony, any claim to the property which he may have had. The reasonable value of the horse, wagon, and double harness belonging to claimant was at the time one hundred and seventy-five dollars ($175.00), while the reasonable value of the horse belonging to the son was one hundred and twenty-five dollars ($125.00), which does not appear to have been paid for.

BY THE COURT.

Filed February 11, 1895.
A true copy.
Test, this 21st day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 101.

PRELIMINARY EXAMINATION OF COLORADO RIVER, ARIZONA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of preliminary examination of Colorado River, Arizona.

DECEMBER 27, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 23, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated December 19, 1895, together with a copy of report from Lieut. Charles L. Potter, Corps of Engineers, dated December 12, 1895, of a preliminary examination made by him, in compliance with the provisions of the river and harbor act of August 17, 1894, of Colorado River, Arizona, "above Yuma to the highest point of navigation."

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 19, 1895.

SIR: The river and harbor act of August 17, 1894, provides for a preliminary examination of Colorado River, Arizona, "above Yuma to the highest point of navigation," and to comply with this requirement of the act I have the honor to submit the accompanying copy of report of December 12, 1895, by Lieut. Chas. L. Potter, Corps of Engineers, giving results of examination of said river between the mouth of Virgin River and Yuma.

For reasons given, Lieutenant Potter does not consider the Colorado River between the mouth of Virgin River and Yuma as worthy of improvement by the General Government, and I concur in his views.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF THE COLORADO RIVER, ARIZONA, BETWEEN THE MOUTH OF THE VIRGIN RIVER AND YUMA.

UNITED STATES ENGINEER OFFICE,
San Francisco, Cal., December 12, 1895.

GENERAL: I have the honor to submit the following report of the preliminary examination of the Colorado River, between the mouth of the Virgin River and Yuma, Ariz., made in compliance with river and harbor act of August 17, 1894:

As already stated in letter of November 8, 1895, I attempted to reach the head of navigation at the mouth of the Virgin River, but failed, and returning to the Needles, took the trip from there to Yuma in a skiff.

From information obtained from other sources than personal observations, I learn that the river above Needles as far as El Dorado Canyon is the same as below, being flat and spread out over wide areas, with sand bars and a channel shifting from one side to the other.

Above this is the Black Canyon, about 20 miles long, and Devils Gate Canyon, about 9 miles long, in which the river is narrow and the walls steep. In these canyons are several rapids, which make the river navigable only at the highest stages of water. Between these canyons the river is again flat and broad.

Above the Needles the only points to be supplied are the Indian school at old Fort Mohave and the mines at the lower end of Black Canyon (El Dorado Canyon). A few mining camps and the Senator Mills are above the head of navigation, and their supplies are hauled from Kingman, Ariz.

The steamers make monthly trips to Fort Mohave, the larger ones most of the year, and a smaller one, built especially for low-water navigation, during the rest of the year.

The mills at the mouth of the Black Canyon do not run regularly from various causes, scarcity of fuel being one, which would be obviated by river navigation. Provisions are taken to these mines by scows towed along the river banks by Indians with ropes, making trips as often as once a week. Besides these points there are large salt mines up the Virgin River, but these are not being worked at present.

Below the Needles there is very little of the canyon formation, the Mohave Canyon being the principal one. Even in these canyons the river is shallow in places and bars are formed on which we sometimes ran aground in our skiff.

The greater part of the river is flat, and varies from one-fourth to 1 mile in width, and is a succession of bars continually forming and then cutting away and reforming in other places, causing the channel to change from one side to the other, and at times the main channel would be straight across the river bed for a mile, then run a few hundred yards along the bank, and turn again running across in the opposite direction. The water over these bars is so shallow that in many places our skiff was aground and required considerable effort to get it off. Over this part of the river the steamers make trips at least once a month.

The only points to be supplied are the Mohave Indian Reservation, about 80 miles below the Needles, and some mining camps lower down on the river, the principal one being Ehrenberg, about 120 miles from Yuma. These camps are sufficiently supplied either by the steamer or by hauling from Yuma. The steamer makes trips to Ehrenberg more often than to points above.

As a result of my examination, I find that the present steamboat service seems to be all that is actually required for all points except the mines at El Dorado Canyon, above the Needles. The only reason for improvement would then be to make the present trips of the steamer more easily accomplished, and to get supplies to the above-mentioned mines. Owing to the nature of the river (both in the canyons and in the flats), the cost of improvement would be very great and out of all proportion to any benefit that could be derived from such improvement.

I do not consider the Colorado River between the mouth of the Virgin River and Yuma as worthy of improvement by the General Government.

Very respectfully, your obedient servant,

CHAS. L. POTTER,
First Lieutenant, Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 102.

SURVEY OF TRINITY RIVER, TEXAS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report of survey of Trinity River, Texas.

DECEMBER 27, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 23, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated December 18, 1895, together with a copy of a report from Maj. A. M. Miller, Corps of Engineers, dated November 4, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Trinity River, Texas.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 18, 1895.

SIR: The river and harbor act of August 17, 1894, in the item making an appropriation for improving Trinity River, Texas, provides for a survey from Magnolia to the city of Dallas. This survey, embracing a length of 206¾ miles, was begun in October, 1894, and the field work was completed January 12, 1895, and I have now the honor to submit the accompanying copy of report, dated November 4, 1895, by Maj. A. M. Miller, Corps of Engineers, of the results.

In addition to the natural obstructions, which consist of shoals, snags, and drift piles or rafts, there are 14 bridges crossing the river between Dallas and Magnolia, which, with the exception of two, are without drawspans and vary in height above low water from 33 feet to 53 feet, and unless altered would prevent navigation by any but very small boats at any ordinary boating stage.

By clearing this portion of the river from overhanging trees, snags, and drift piles, a precarious navigation for four months in the year would be obtained with a depth of water of from 4 feet to 6 feet. It is estimated that this would cost about $600 per mile, or about $125,000.

To obtain slack-water navigation between Dallas and Magnolia, will require the construction of 16 locks, which at $100,000 per lock and dam will cost $1,600,000.

Major Miller in closing his report states that:

> The present condition of the Trinity River below Magnolia is such that the improvement of the portion between Dallas and Magnolia would give no outlet to the products of the country bordering the stream, and any local traffic that would be benefited would be so small that in my opinion this portion of the river is not at present worthy of improvement by the United States.

In forwarding Major Miller's report to this office, Col. Henry M. Robert, Corps of Engineers, division engineer, uses the following language:

> The magnitude of the interests involved, as stated in the papers inclosed, would seem to justify the improvement of the Trinity River in the future, provided that the expenditure of a reasonable sum would insure navigation from Dallas to Galveston. But it is useless to undertake the improvement of the river above Magnolia at an expense of $1,600,000 when Congress has shown itself unwilling to give more than about $5,000 a year toward improving the channel across the bar at the mouth of this river. There is nothing that would justify the improvement of this upper part of the river independently of its mouth. No improvement is justifiable unless the route from Dallas to Galveston is considered as a whole. And even then I doubt whether it should be undertaken until Congress is prepared to appropriate upon the basis of completing the work within twenty years.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF TRINITY RIVER, TEXAS, FROM MAGNOLIA TO DALLAS.

UNITED STATES ENGINEER OFFICE,
Galveston, Tex., November 4, 1895.

GENERAL: In compliance with instructions contained in letter dated Office Chief of Engineers, United States Army, October 31, 1895, I have the honor to report as follows on a survey of the Trinity River, Texas, from Magnolia to Dallas, Tex.

The survey of the Trinity River, Texas, from Magnolia to Dallas was begun October 22, 1894, and the field work was completed January 12, 1895.

The general course of the river from Dallas to Magnolia is southeast, the length being 206¾ miles. The river flows through Dallas County and forms the boundary between Ellis and Kaufman, Navarro and Henderson, and Freestone and Anderson counties.

At the time of the survey the water was very low, so low that much time was lost in making portages around and hauling the skiffs over the shoals and rafts which constitute the principal obstructions in the stream. About 14½ miles below Dallas the Trinity River Navigation Company has constructed a dam, with a view to slack-water navigation, which at present is a complete obstruction to navigation at low water. The difference between high and low water is from 25 to 30 feet; the banks vary in height from 30 to 16 feet, so that the "bottom" through which the stream flows is subject to overflow; this bottom is heavily timbered and varies from 3 to 7 miles in width.

The river has a fall at low water between Dallas and Magnolia of 189 feet in 206¾ miles.

The products of the country are cotton, corn, wheat, oats, and lumber.

In addition to the natural obstructions, which consist of shoals, snags, and drift piles, or rafts, there are fourteen bridges crossing the stream between Dallas and Magnolia, which, with the exception of two, are without drawspans and vary in height, above low water, from 33 to 53 feet, and unless altered would prevent the navigation of the river by any but very small boats at any ordinary boating stage.

By clearing this portion of the river from overhanging trees, snags, and drift piles, a precarious navigation for four months in the year would be obtained, with a depth of water of from 4 to 6 feet.

It is estimated that this would cost about $600 per mile, or about $125,000.

To obtain slack-water navigation between Dallas and Magnolia by means of locks and dams there would be required 16 locks with 12-foot lifts, which, at $100,000 per lock and dam, would amount to $1,600,000; this estimate is not high.

The present condition of the Trinity River, below Magnolia, is such that the improvement of the portion between Dallas and Magnolia would give no outlet to the products of the country bordering the stream, and any local traffic that would be benefited would be so small that, in my opinion, this portion of the river is not at present worthy of improvement by the United States.

The details of the survey are shown in the report of Mr. F. Oppikofer, assistant engineer, which is forwarded herewith and to which attention is invited.

A statement of the commercial statistics of the country tributary to this portion of the river, prepared by Messrs. Duncan and Griffith, is also forwarded herewith, as well as a set of tracings* (13 sheets) of the survey.

Very respectfully, your obedient servant,

A. M. MILLER,
Major, Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

(Through Col. H. M. Robert, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

U. S. ENGINEER OFFICE, SOUTHWEST DIVISION,
New York, December 14, 1895.

Respectfully forwarded to the Chief of Engineers, United States Army. The magnitude of the interests involved, as stated in the papers inclosed, would seem to justify the improvement of the Trinity River in the future, provided that the expenditure of a reasonable sum would insure navigation from Dallas to Galveston. But it is useless to undertake the improvement of the river above Magnolia at an expense of $1,600,000 when Congress has shown itself unwilling to give more than about $5,000 a year toward improving the channel across the bar at the mouth of this river. There is nothing that would justify the improvement of this upper part of the river independently of its mouth. No

*Not printed.

improvement is justifiable unless the route from Dallas to Galveston is considered as a whole. And even then I doubt whether it should be undertaken until Congress is prepared to appropriate upon the basis of completing the work within twenty years.

I therefore concur in the opinion of Major Miller, that the Trinity River, Texas, between Dallas and Magnolia, is not at present worthy of improvement.

HENRY M. ROBERT,
Colonel of Engineers, Division Engineer.

REPORT OF MR. F. OPPIKOFER, ASSISTANT ENGINEER.

UNITED STATES ENGINEER OFFICE,
Galveston, Tex., July 1, 1895.

MAJOR: I have the honor to submit the following report upon the survey of the Trinity River, from Dallas to Magnolia, Tex.

In accordance with your instructions of November 12, 1894, I joined the Trinity River survey party, already organized and in the field, 10 miles below Dallas, November 15, 1894.

The survey was made under the most favorable conditions, the river being at an extremely low state, and all obstructions in plain view.

The field work was finished January 12, 1895. Considerable time was lost in portage of our outfit over drifts and shoals.

A continuous transit and level line was carried the entire distance (206¾ miles) to Magnolia. The zero of the line was taken at the Texas Pacific Railroad Bridge, at the foot of Main street, Dallas, Tex., with an elevation at the top of rail of 430 inches above mean low tide in Gulf.

Distance was measured with the stadia, which was checked on a base line at intervals.

Soundings were carefully taken at every station, the average distance being 778 feet. Between stations the depths were examined by continuous soundings.

Bench marks were established wherever practicable, and are shown on the map.*

Cross sections were taken from 1 to 2 miles apart and all shoals developed.

Fourteen bridges in all were found between Dallas and Magnolia. They are in the following order:

Name of bridge.	Span.	Extreme low water to lower chord.	Piers.	Clearance between piers.	Remarks.
		Feet.		*Feet.*	
Texas Pacific R. R....	Iron span, 158 feet...	52	Wood, stone foundation.	150	Foot of Main street, Dallas, Tex.
Dallas and Oak Cliff Street Rwy.	Iron span, 151.5 feet.	48.5	Cylinder iron.	142	Between Main and Commerce streets, Dallas.
Commerce Street Wagon Bridge.	Iron span, 160.5 feet and 140.5 feet.	49	Stone	145	Foot of Commerce street.
Dallas and Oak Cliff Street Rwy.	Iron span, 177.5 feet.	39.5	Cylinder iron.	172	1 mile from Dallas.
Oak Cliff Wagon Bridge.	Iron span, 158.7 feet.	39.5	.....do	152	1⅛ miles from Dallas.
Gulf, Colorado and Santa Fe R. R.	Iron span, 200.5 feet.	41	Stone	190	3¼ miles from Dallas.
Missouri, Kansas and Texas R. R.	Iron span, 202 feet...	36	Wood.....	165	4 miles from Dallas.
Millers Ferry Bridge..	Iron span, 158.7 feet.	42	Cylinder iron.	150	6⅛ miles from Dallas.
Houston and Texas Central R. R.	Iron span, 129.8 feet.	38.5	Brick	115	6¾ miles from Dallas.
Hutchins Wagon Bridge.	Iron span, 180 feet...	33	Cylinder iron.	175	18¾ miles from Dallas.
Wilmer Wagon Bridge	Draw span, 120 feet..	28	Wood.....	30	Under construction, 23¾ miles from Dallas.
Texas Midland R. R...	Iron span, 174 feet...	36	Cylinder iron.	168	50 miles from Dallas.
St. Louis and Southwestern R. R.	Iron span, 200.9 feet.	53	.....do	195	115 miles from Dallas.
International and Great Northern R. R.	Two iron spans, 200 feet each.	55.5	Stone	85	198 miles from Dallas.

* Not printed.

The general course of the Trinity is southeasterly, with a fall of 189 feet for the 206¾ miles from Dallas to Magnolia.

The height of banks increases gradually from 16 feet near Dallas to 35 feet at Magnolia, with occasional higher bluffs. The banks are stable and show little erosion or caving.

The river flows through a heavy timbered bottom land, 3 to 7 miles wide, which is subject to overflows to a depth of from 1 to 10 feet. These overflows are largely due to drifts and shoals, that impede the flow of the river.

Building material useful in river improvement, such as brush, sand, and stone, is found along the river or in proximity to it for the entire length.

Obstructions to navigation are snags, drifts, and overhanging trees.

To clear the river from snags and drifts and to cut timber from banks would involve a cost of $600 per mile, and give a 4 to 6 foot navigation for about four months during the year.

A system of locks and dams for continuous navigation would necessitate the expenditure of $5,000 per mile.

Resources of the river:

Timber.—The area of timber lying along the river from Dallas to Magnolia is about 700,000 acres, which at a low estimate will produce 3,000,000,000 feet of lumber. This is principally hard wood, and consists of oak, bois d' arc, cedar, ash, willow, cottonwood, pecan, walnut, hickory, and elm.

Iron.—Bordering on the river from one hundred and twentieth to the two hundredth mile from Dallas and extending for about 20 miles back from the river are large deposits of brown hematite and laminated ores, carrying about 5,000,000 tons per square mile.

Coal.—Outcroppings of coal were found from the one hundred and thirty-fourth to one hundred and seventy-second mile from Dallas in 17 places.

For further statistics I would respectfully refer to the communication of Messrs. Duncan and Griffiths, of Dallas (which has been verified by me), and statement * of Mr. Runge, president of Galveston Cotton Exchange.

Accompanying this report will be found a map † of that portion of the river examined in 10 sheets, and a profile † of the same in two sheets.

Very respectfully, your obedient servant,

F. OPPIKOFER,
Assistant Engineer.

Maj. A. M. MILLER,
Corps of Engineers, U. S. A.

COMMERCIAL STATISTICS OF TRINITY RIVER, FURNISHED BY MESSRS. DUNCAN AND GRIFFITHS, DALLAS, TEX.

DALLAS, TEX., *June 25, 1895.*

MAJOR: Availing ourselves of the permission granted us in our interview with you in Galveston in January last, we herewith beg to submit to your consideration statistics and facts pertaining to the section of country drained by the Trinity River, or that in our opinion would be directly affected by the improvement of same.

We have purposely condensed same for your convenience, and respectfully ask your careful examination and consideration.

We are yours, respectfully,

S. W. S. DUNCAN,
THOS. W. GRIFFITHS.

Maj. A. M. MILLER,
Galveston, Tex.

The map † herewith, showing the watershed of the Trinity River, is an exact copy of a map drawn by the head draftsman of the general land office at Austin, Tex.

The numerous tributaries forming the sources of the river lie between the ninety-fifth and ninety-ninth degrees of longitude, and south of the thirty-fourth degree of latitude. The area of the watershed of above tributaries to McCommas' dam, about 14 miles below Dallas, is about 7,000 square miles. Including the watershed of the east fork of the Trinity, which enters the main river about 45 miles below Dallas by river, the area of the watershed would be about 10,000 square miles. The total watershed of the Trinity would be between 20,000 and 25,000 square miles.

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*Not sent. † Not printed.

The mean annual precipitation, as shown by United States Government reports (see accompanying maps *), is from 35 to 45 inches, the 35 being more to the westward headwaters of the river. Your survey was made in an exceptionally dry period. The river was lower and nearer dry than persons who have resided in this country for forty years have ever seen it.

By act of the State legislature the Trinity is recognized as a navigable stream to Dallas.

Beginning with and including Dallas County there are fifteen counties bordering on the Trinity River, having an area of 8,813,440 acres, of which 1,178,560 acres are cultivated, or about $13\frac{36}{100}$ per cent. These counties raised in 1894:

Cotton	bales..	356,000
Cotton seed	tons..	178,000
Corn	bushels..	7,500,000
Oats	do....	200,000
Wheat	do....	300,000

The total population of these counties in 1890 was 280,129; assessed valuation in 1892, $91,184,859. The undeveloped resources of these counties we would mention as being (1) land not yet in cultivation, (2) timber, (3) coal, (4) iron, (5) clay, etc.

(1) If afforded better facilities in the way of transportation, the increase in land cultivated in these counties, say 50 per cent of their area, would be a matter of but a short time. The improvement of this section is now being retarded by the lack of sufficient transportation. At least 74 per cent of the land of these counties is capable of a high state of cultivation, and will produce all the cereals and cotton.

(2) *Timber.*—The United States Government estimate of the standing pine in nine of these counties is 15,476,000,000 feet. We have no official estimate of the standing hard woods in these counties, but we are satisfied from our own knowledge that the estimate of the pine can safely be doubled to cover the hard woods. The hard woods comprise several species of oak, ash, elm, magnolia, cottonwood, cedar, etc., in a virgin state awaiting a market. A low estimate of the hard wood in the narrow strip covered by the bottom lands of this river would make, say, 10,000,000,000 feet of sawed lumber. The annual revenue from this timber and the employment of labor and capital would be a new and profitable source of revenue to this State.

(3.) *Coal.*—There are large deposits of coal in the counties of Henderson, Anderson, and Freestone that crop out in several places on the banks of the river, the veins ranging from 4 to 12 and 15 feet in thickness. It is estimated it could be loaded on barges in the river at from 25 to 50 cents per ton. This coal outcrops on the river farther down in as many as twenty places.

(4.) *Iron.*—According to the State geological reports, there are large areas of iron ore in the counties of Henderson and Anderson, in many places extending to the river. This ore, according to the several analyses, shows from 47 to 56 per cent of pure metallic iron of superior quality, and according to the estimate of the survey there is a large area of this iron that would produce several million tons to the square mile. This ore is all surface ore, requiring no expensive machinery or appliances for mining. This ore could be loaded on barges for 25 cents per ton. While this ore lies almost directly in contact with the coal referred to above, timber also in unlimited quantities exists for the making of the charcoal necessary in the manufacture of iron.

(5.) *Clays.*—Fire and other clays, shales, etc., abound, varying from the ordinary brick earths to grades suitable for the manufacture of the ordinary and even finer grades of earthenware.

We consider that we would be very conservative in the following estimate of tonnage for the first few years' navigation of the Trinity if it was improved, with large annual increase within a very short period:

	Tons.
1. Lumber, logs, staves, and shingles	350,000
2. Coal and iron	150,000
3. Cotton seed	50,000
4. Cotton	35,000
5. Grain	15,000
6. Hay	10,000
7. Merchandise and miscellaneous	50,000

For want of transportation none of these products, except the fourth and seventh, are now shipped in or out of this country. This estimate *does not include Dallas County.*

By examination of a railroad map of Texas it will be seen that no railroads parallel this river from its mouth until you reach a short distance from Dallas, except the International and Great Northern, from Palestine to where it crosses the Trinity

* Not printed.

at Riverside. In the whole river from Dallas to its mouth there are only five railroads crossing the river, and they cross it nearly at right angles, leaving sections of territory between railroads, in the very heart of the richest section of Texas, from 40 to 100 miles in length and breadth that have to rely entirely on wagons for transportation. The improvement of this river to a navigable condition will open to employment of capital and labor new enterprises in lumbering, mining of coal and iron, and stimulate manufacturing. Too much importance can not be attached to the figure the opening of the Trinity will cut in cheapening the cost of fuel to manufacturers and ocean-going vessels at the port of Galveston.

In the foregoing we have confined ourselves to the counties bordering on the Trinity River. We herewith present our views as to the benefits to be derived by the counties of north Texas, which, we are satisfied, make a convincing argument as to the commercial necessity for the opening of the river.

Forty of these counties had a population in 1890 of 873,173, and according to the state comptroller's report for 1894 had an assessed valuation of $288,780,902. In this territory, within 100 miles of Dallas, there are 757 cities, towns, and villages—one of more than 50,000 population, one of more than 30,000, one over 20,000, several with more than 10,000 each, and 30 with from 1,000 to 4,500 each—with 16,875 business firms, as compared with 27,328 business firms in the entire State. The area of these counties is about 35,000 square miles, or nearly equal to the State of Kentucky, which has about 40,000 square miles. Only 24 per cent of this area is in cultivation, and to show you the rapid increase in products we will mention the products of cotton only. In the year 1888 these counties produced 414,618 bales of cotton; in 1894 they produced 1,250,000 bales, being nearly one-half of the products of the entire State, which were over 3,000,000 bales.

Considering the immense emigration and the large area of new land that is being annually opened to cultivation, it will only be a few years until at least 50 per cent of this area will be yielding in the same proportion. The value of this cotton we estimate at $45,000,000; other products added will make the total annual production run up close to $100,000,000 per annum.

The total tonnage of this section as shown by railroad reports is 4,751,696 tons. Granting that only a small percentage of this tonnage would be handled by the Trinity River, if it were improved, when added to the tonnage directly tributary to the river it can be easily seen that it will be a judicious investment for the Government and the people, as the tonnage would be over a million tons annually.

The tonnage carried on the Trinity will be carried at water transportation rates. Water transportation rates are cheaper than railroad rates. Railroad rates are always lowered when they come into competition with water rates, and the rates as now charged by railroads in this section are excessive. They will be bound to be governed more or less by the cheap water competition. The annual saving to the people of this section in transporting cotton and cotton products alone has been estimated at $3,000,000. The saving on other products, such as grain, lumber, coal, etc., would amount to at least $2,000,000 more, making a total annual saving of $5,000,000.

As we have referred to Kentucky by way of comparison, we will carry the comparison further. This section, while of about the same area, is about the same population in 1895, and in wealth is making more rapid advancement.

Nearly every stream in Kentucky has received Government aid, and been improved in some instances in the interest of only one or two items of commercial importance. It does look to us that this section should be considered for an appropriation to improve one of its rivers that could be improved for an expenditure amounting to only a small percentage of the annual saving it would bring to the people of this section at the present, and it would be a guarantee to the Government of increased annual revenue from these people from their increase of wealth and production.

The stimulation to manufacturing alone, that owing to excessive freight charges is now impossible in this section, ought to be sufficient reason for our receiving due consideration, and an appropriation.

It has been a long-cherished hope of the people of this section that when a harbor should be obtained on our Gulf coast that would accommodate large seagoing vessels that they would be in closer touch with the markets of the world, and be proportionately benefited. Now, at an expense of several millions of dollars by our Government, we are given the port we have been hoping for, and we are by excessive rates charged by transportation companies, aided by ill-advised and unthinking legislative machinery, charged extra for attempting to reach that port, and are compelled to import and export through ports from 350 to 1,500 miles farther removed from us than is our own Gulf port.

To place the actual existing condition of affairs before you in few words and a clear and concise manner, will assert that from 1888 to 1894 and 1895 our products have increased from 100 to 200 per cent, while in 1888 our wheat commanded from $1 to $1.25 per bushel, and our cotton brought us $50 per bale; in 1894-95 wheat sells

for 50 cents per bushel and cotton for about $26 per bale, and between 1888 and 1895 our freight rates are increased from 10 to 20 per cent. Increase in population and increase in products, instead of having a cheaper tendency as it does elsewhere, with us acts in a contrary direction.

Government aid to improve the Trinity River is the only source of relief for this people; it should not be withheld from them nor should their clamor for relief be unheeded or dismissed with a few lines of comment. Their case deserves careful and conscientious consideration from those who have it in their power to handle their destiny.

The various boards of trade throughout this section have for some time been passing resolutions in regard to the improvement of the Trinity.

S. W. S. DUNCAN.
THOS. W. GRIFFITHS.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 103.

CORNELIUS BOYLE AND THADDEUS SNYDER.

Letter from the assistant clerk of the Court of Claims, transmitting a copy of the cases of Cornelius Boyle and Thaddeus Snyder against the United States.

DECEMBER 27, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 26, 1895.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the court in each of the aforesaid causes, which cases were referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 7611. Cornelius Boyle *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Cornelius Boyle, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed June 5, 1893.

[Court of Claims. Congressional case No. 7611. Cornelius Boyle *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 19th day of April, 1890.

On a preliminary inquiry the court, on the 5th day of June, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 6th day of November, 1894.

Charles and William B. King, esqs., appeared for claimant, and the Attorney-General, by George H. Gorman, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That during the late war he was a resident of the State of Missouri.

That the following property belonging to him was taken from him by the United States Army, the date, place, and command being particularly stated below:

In Cass County, in the State of Missouri, on or about the 22d day of December, 1861, by the forces of the United States, to wit: Seventh Regiment Kansas Cavalry Volunteers, under Lieutenant-Colonel Anthony:

2,800 bushels of corn, at 50 cents per bushel $1,400.00

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from the claimant, Cornelius Boyle, of Cass County, Mo., during the war for the suppression of the rebellion, by military authority, for the use of the United States Army, stores and supplies, consisting of corn, then reasonably worth the sum of two hundred and seventeen dollars ($217.00), which does not appear to have been paid for.

BY THE COURT.

Filed November 12, 1894.
A true copy.
Test, this 23d day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 7646. Thaddeus Snyder *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Thaddeus Snyder, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed May 15, 1893.

[Court of Claims. Congressional case No. 7646. Thaddeus Snyder *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 28th day of April, 1890.

On a preliminary inquiry the court, on the 15th day of May, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 8th day of November, 1894.

A. J. Willard, esq., appeared for claimant, and the Attorney-General, by George H. Gorman, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That the following property belonging to the claimant was taken from him by the United States Army and used by the said Army, the date, place, and command being as follows:

In Greene County, State of Missouri, on or about the dates and by the commands hereinafter stated:

Nov. 1, 1862, by supply trains from Rolla to Springfield, Mo., 300 bushels of corn, at 50 cents per bushel	$150.00
Nov. 1, 1863, by supply trains between Rolla and Springfield, Mo., 300 bushels of corn, at $1 per bushel	300.00
Nov. 1, 1864, by same as above, 300 bushels of corn, at $1 per bushel	300.00
Total	750.00

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

At the time and place alleged in claimant's petition the military forces of the United States took, for the use of the Army, from said claimant property of the kind alleged, amounting in value to the sum of three hundred and eighty-five dollars ($385), which does not appear to have been paid for.

BY THE COURT.

Filed December 3, 1894.
A true copy.
Test, this 23d day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

H. Doc. 47——26

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 104.

INDIAN DEPREDATIONS.

DECEMBER 31, 1895.—Referred to the Committee on Indian Affairs and ordered to be printed.

Mr. MURPHY, of Arizona, presented the following

MEMORIAL BY THE EIGHTEENTH LEGISLATURE OF ARIZONA, IN REGARD TO INDIAN DEPREDATIONS.

TERRITORY OF ARIZONA,
Office of the Secretary.

UNITED STATES OF AMERICA,
Territory of Arizona, ss:

I, Charles M. Bruce, secretary of the Territory of Arizona, do hereby certify that the within copy is a true and complete transcript of the council memorial No. 1, in reference to depredations committed by the Papago Indians and kindred tribes, filed in this office the 21st day of February, A. D. 1895, at 4.20 o'clock p. m., as provided by law.

In testimony whereof I have hereunto set my hand and affixed my official seal. Done at the city of Phœnix this 21st day of December, 1895.

[SEAL.]

CHARLES M. BRUCE,
Secretary of the Territory.

MEMORIAL.

To the honorable members, Senate and House of Representatives of the United States in Congress assembled:

Your memorialists, the legislative assembly of the Territory of Arizona, respectfully represent that ranchmen in southwestern Arizona have during the past three or four years suffered heavily from the depredations of Indians of the Papago and kindred tribes.

That recently these Indians have become more aggressive, systematically killing and stealing the stock of cattle ranchers, threatening employees, and pursuing a general purpose of intimidation and theft, constantly becoming more aggressive, until ranchmen are obliged to abandon their ranches, houses, and other improvements, consisting of wells from seven to eight hundred feet deep, sunk at an expense of from seven to twenty thousand dollars each; said improvements being made on land patented to the owners by the United States.

That these Indians do not respect the authority nor submit themselves to the control of the Indian agent of the Interior Department in whose care they nominally are, and that in like manner they set at

defiance the powers of this Territory, so that when one ranch is abandoned others are exposed to these depredations, and unless succor is extended by the General Government in a short time that whole section of the Territory will have to be given over to these depredating Indians, at an enormous loss to our citizens and consequently to the Territory.

Your memorialists further represent that these Indians of the Papago and kindred tribes have at the present time in the Territory of Arizona for their sole and exclusive use several large bodies of land, to wit:

	Acres.
Papago Indian Reservation, at San Xavier	69,029.49
Gila Bend Indian Reservation	22,391.39
Pima and Maricopa Indian Reservations	350,000.00
Salt River Indian Reservation	47,500.00
Total	488,920.88

an area of land much in excess of their ability to use for any purpose whatever.

That a large portion of the above land is of the very best quality, suitable for cultivation by irrigation, and which in the hands of white men would be worth from twenty-five to two hundred dollars an acre:

Therefore, your memorialists earnestly request that immediate steps be taken to have these depredating Indians returned to their reservations and kept there by force of arms, if necessary, to the end that these outrages upon our citizens may be discontinued, the owners be able to return to their ranches, and the future loss of property prevented.

Resolved, That the secretary of the Territory be, and is hereby, instructed to forward copies of this memorial under seal of the Territory, to the honorable President of the Senate and the honorable Speaker of the House of Representatives of the United States to be by them laid before their respective bodies; and be it further

Resolved, That the secretary of the Territory is hereby instructed to forward an engrossed copy of this memorial, duly attested under his hand and seal, to the Hon. M. A. Smith, Delegate to Congress for Arizona Territory.

J. H. CARPENTER,
Speaker of the House.

A. J. DORAN,
President of the Council.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 105.

GEORGE H. WOOLWINE, ADMINISTRATOR.

Letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the case of George H. Woolwine, administrator, against The United States.

DECEMBER 31, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 28, 1895.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOS. B. REED,
Speaker House of Representatives.

[Court of Claims. Congressional, No. 7778. George H. Woolwine, administrator of William Woolwine, deceased, *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that William Woolwine, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed April 10, 1893.

[Court of Claims. Congressional case No. 7778. George H. Woolwine, administrator of William Woolwine, deceased, *v.* The United States.]

STATEMENT OF CASE:

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 4th day of June, 1890.

On a preliminary inquiry the court, on the 10th day of April, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 5th day of June, 1894. G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by J. W. Coombs, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in Fayette County, State of West Virginia, where decedent resided during the late war of the rebellion; that at different times during said period the United States forces, by proper authority, took from the decedent at said place stores and supplies, and appropriated the same to the use of the United States Army, as follows:

15 tons of hay, at $12 per ton	$180.00
(Taken in July, 1861, by General Cox's command.)	
100 bushels corn, at $1 per bushel	100.00
1 ton hay, at $20 per ton	20.00
25 bushels wheat, at $2 per bushel	50.00
(Taken in August, 1861, by General Schenck's command.)	
Use of house for hospital three months in fall of 1861, at $25 per month, by General Schenck's command	75.00
10,800 rails, 135 cords of wood, at $3 per cord	405.00
800 feet of plank, at $2 per hundred	16.00
1 stable, 2,000 feet of lumber, at $2 per hundred	40.00
(Taken in October, 1861, by General Schenck's command.)	
Total	886.00

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from the decedent in Fayette County, W. Va., during the late war of the rebellion, by proper military authority, stores and supplies of the kind alleged in the petition and used by the United States Army, the reasonable value of which at the time and place was the sum of two hundred and sixty-three dollars ($263). No allowance is made for the use of the house, it being at the seat of war. No part of the property for which allowance is made appears to have been paid for.

BY THE COURT.

Filed June 11, 1894.
A true copy.
Test this 27th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 106.

H. HARRISON BEELER.

Letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the case of H. Harrison Beeler against the United States.

DECEMBER 31, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 30, 1895.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 269. H. Harrison Beeler *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that the claimant was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed December 14, 1895.

[Court of Claims. Congressional case No. 269. H. Harrison Beeler *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 27th day of January, 1885.

On a preliminary inquiry the court, on the 14th day of Deecmber, 1885, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 20th day of April, 1895.

A. J. Willard, esq., appeared for claimant, and the Attorney-General, by Charles C. Binney, esq., his assistant and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant, in his petition, makes the following allegations:

That the following property belonging to H. Harrison Beeler was taken from him by the United States Army and used by the said Army, the date, place, and command being particularly stated below:

In Washington County, Md., in July, 1863, under command of General Kilpatrick.

400 bushels of wheat, at $1.25 per bushel	$500
5 tons of hay, at $13 per ton	65
15 cords of wood, at $4 per cord	60
40 bushels of rye, at 75 cents per bushel	30
Total	655

The court, upon the evidence, and after considering the briefs and arguments of counsel on both sides, makes the following

FINDING.

There were taken from a farm in Washington County, Md., the property above described for the use of the Army, in July, 1863. The farm was owned by the father of the claimant, and was worked on shares by the claimant and his brother. The claimant was the owner of one-fourth part of the property taken, the reasonable value of which, to wit, the claimant's share, was ($134) one hundred and thirty-four dollars, which does not appear to have been paid for.

BY THE COURT.

Filed April 29, 1895.
A true copy.
Test this 30th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 107.

DAVID P. ATKINSON.

Letter from the assistant clerk of the Court of Claims transmitting a copy of the findings filed by the court in the case of David P. Atkinson against the United States.

DECEMBER 31, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 30, 1895.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 8204. David P. Atkinson *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that David P. Atkinson, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed April 23, 1894.

[Court of Claims. Congressional case No. 8204. David P. Atkinson *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 2d day of March, 1895.

On a preliminary inquiry the court, on the 23d day of April, 1894, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 19th day of December, 1895.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by Charles C. Binney, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant, in his petition, makes the following allegations:

That he is a citizen of the United States residing in Wayne County, State of Tennessee, where he resided during the late war of the rebellion; that at different times during said period the United States forces, by proper authority, took from him quartermaster stores and commissary supplies of the value of $202.50, and appropriated the same to the use of the United States Army, as follows:

350 pounds salted pork, 15 cents per pound	$52.50
500 pounds fresh pork, 10 cents per pound	50.00
100 bushels corn	100.00
Total	202.50

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

At the time and place alleged in the petition there were taken from the claimant, David P. Atkinson, by and for the use of the United States Army, stores and supplies as set forth in the petition, then reasonably worth the sum of one hundred and sixty-five dollars ($165), which does not appear to have been paid for.

BY THE COURT.

Filed December 23, 1895.
A true copy.
Test this 30th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 108.

N. W. NELMS, ADMINISTRATOR, AND OTHERS.

Letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the cases of N. W. Nelms, administrator; Esther A. Knode, administratrix; JacobBrubaker; heirs of Joshua Ellis; William P. James, and Jonathan J. Pettit, against the United States.

DECEMBER 31, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 28, 1895.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in each of the aforesaid causes, which cases were referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 7383. Jesse W. Barclay et al., heirs of Alexander Barclay, deceased, *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Alexander Barclay, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed June 8, 1891.

[Court of Claims. Congressional case No. 7383. N. W. Nelms, administrator of Alexander Barclay, deceased, *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 20th day of February, 1890. On a preliminary inquiry the court, on the 8th day of June, 1891, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 8th day of May, 1894.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by S. A. Putman, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That as administrator of Alexander Barclay, deceased, he has a claim against the United States for stores and supplies taken by or furnished to the Army of the United States by Alexander Barclay for Army use, at or near Fairfield, Benton County, Mo., at the times hereinafter stated, and by the officers named; said property being reasonably worth at the time and place the value here given, that is to say:

840 barrels of flour, at $7	$5,880.00
100 pounds of pork, at 10 cents	10.00
28 fat hogs, at $10	280.00
7 head of beef cattle, at $15	105.00
100 bushels of corn, at 35 cents	35.00
35,000 feet of lumber, at $2 per 100	700.00
1 chest of tools	100.00
Rails, wood, and lumber	100.00
Total	7,210.00

(All taken in October, 1861, by General Fremont's command.)

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from Alexander Barclay, of Benton county, Mo., now deceased, during the war for the suppression of the rebellion by military authority for the use of the United States Army, stores and supplies then reasonably worth twenty-eight hundred and eighty-five dollars ($2,885) which do not appear to have been paid for.

BY THE COURT.

Filed May 14, 1894.
A true copy:
Test this 27th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 1498. Jacob Brubaker *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Jacob Brubaker, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed January 21, 1889.

[Court of Claims. Congressional case No. 1498. Jacob Brubaker *v.* the United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 12th day of February, 1889.

On a preliminary inquiry the court, on the 21st day of January, 1889, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 6th day of February, 1895.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by C. C. Binney, esq., his assistant and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition make the following allegations:

That he is a citizen of the United States residing in the county of Washington, State of Maryland, and has a claim for stores and supplies taken by or furhished to the Army of the United States for army use, at or near Williamsport, Md., in November and December, 1862, as follows:

70 barrels corn	$280
150 bushels oats	120
20 tons hay	400
21 cords wood delivered	84
2,000 rails, equal 20 cords wood	70
20 bushels wheat	40
Total	994

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT.

There were taken from the claimant, Jacob Brubaker, of Washington County, Md., during the war for the suppression of the rebellion, by military authority for the use of the United States Army, stores and supplies not heretofore paid for, then reasonably worth the sum of two hundred and forty-five dollars ($245.00), which do not appear to have been paid for.

BY THE COURT.

Filed February 11, 1895.
A true copy.
Test this 27th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 1460. Heirs of Joshua Ellis *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that said Joshua Ellis, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed January 31, 1893.

[Court of Claims. Congressional case No. 1460. Newman H. Ellis, administrator of Joshua Ellis, deceased, *v.* The United States.]

STATEMENT OF CASE:

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 12th day of February, 1887.

On a preliminary inquiry the court, on the 31st day of January, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 5th day of June, 1894.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by J. W. Coombs, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That he has a claim against the United States for stores and supplies taken by or furnished to the Army of the United States by Joshua Ellis, since deceased, near Hawks Nest, Fayette County, W. Va., at the times hereinafter stated, and by the

officers named, said property being reasonably worth at the time and place the value here given, that is to say:

1 horse	$100.00
(Taken in the fall of 1863 by General Crook's command.)	
100 bushels of oats, at 50 cents per bushel	50.00
125 bushels of wheat, at $2 per bushel	250.00
1,000 feet of poplar plank, at $2 per hundred	20.00
(Taken in the fall of 1861 by General Benham's command.)	
30 tons of hay, at $20 per ton	600.00
1 carriage	100.00
200 bushels of corn, at $1 per bushel	200.00
3,200 rails, 40 cords wood, at $3.50 per cord	140.00
(Taken in the fall of 1862 by General Averill's command.)	
Total	1,460.00

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from Joshua Ellis, of Fayette County, W. Va., now deceased, during the war for the suppression of the rebellion by military authority for the use of the United States Army, stores and supplies then reasonably worth seven hundred and sixty-one dollars ($761), the carriage being taken to convey the sick, and was so used by General Crook's command. No part of the property for which allowance is made appears to have been paid for.

BY THE COURT.

Filed June 11, 1894.

A true copy.
Test this 27th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 7110. William P. James *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that William P. James, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed June 12, 1893.

[Court of Claims. Congressional case No. 7110. William P. James *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies, or stores, alleged to have been taken by or furnished to the military forces of the United States, for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 26th day of February, 1884.

On a preliminary inquiry the court, on the 3d day of June, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 12th day of December, 1895.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by Felix Brannigan, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in the county of Marion, State of Tennessee; and has a claim against the United States for stores and supplies

taken by or furnished to the Army of the United States, for army use, at or near Long Island, Ala , at the times hereinafter stated and by officers named; said property being reasonably worth at the time and place the value here given, that is to say:

40 acres upland corn, 1,200 bushels, at 60 cents per bushel	$720.00
1 horse	200.00
(Taken by Fifteenth Illinois Regiment.)	
1 horse	150.00
(Taken by Second Kentucky Cavalry.)	
1 horse	100.00
1 jack	200.00
(Taken by the Ninth Ohio Regiment.)	
33 sheep, at $3 each	99.00
4,000 rails, at $3 per hundred	120.00
1 house, moved and used as a commissary at Shellmound	50.00
4 head of beef cattle. 1,400 pounds, at 8 cents per pound	112.00
(All taken by Gen. W. S. Rosecrans's Army of the Cumberland in the fall of 1863.)	
Total	1,751.00

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from the claimant's farm in Marion County, State of Tennessee, during the years 1863 and 1864, by the military forces of the United States, for the use of the Army, stores and supplies of those above described which at the time and place of taking were reasonably worth the sum of ($1,019) one thousand and nineteen dollars.

It does not appear that any payment has been made for any part thereof.

BY THE COURT.

Filed December 16, 1895.

A true copy.
Test this 27th day of December, 1895.
[SEAL.]

JOHN RANDOLPH
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 8587. Esther A. Knode, administratrix of John E. Knode deceased, *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that John E. Knode, deceased, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed June 13, 1892.

[Court of Claims. Congressional case No. 8587. Esther Knode, administratrix of John E. Knode, deceased, *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States, for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 12th day of February, 1892.

On a preliminary inquiry the court, on the 13th day of June, 1892, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 5th day of June, 1895.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by C. C. Binney, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in her petition makes the following allegations:

That as administratrix of the estate of John E. Knode, deceased, she has a claim against the United States for property taken from her decedent from his place in Washington County, Md., by the military forces of the United States during the late war for the suppression of the rebellion, as follows:

360 bushels corn, at 65 cents	$234.00
(Taken September, 1862, by General Franklin's army.)	
5 tons hay, at $15	75.00
270 bushels oats, at 60 cents	162.00
4 tons straw, at $6	24.00
16 tons timothy hay, at $10	160.00
(Taken October, 1862, by General McClellan's army.)	
200 bushels wheat, at $1.25	250.00
(Taken July, 1863, by General Kilpatrick's command.)	
10 tons hay, at $15	150.00
20 tons corn fodder, at $5	100.00
2 red horses, at $112.50	225.00
(Taken in November, 1864.)	
Total	1,380.00

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from John E. Knode, of Washington County, Md., since deceased, during the war for the suppression of the rebellion, by military authority, for the use of the United States Army, stores and supplies then reasonably worth the sum of six hundred and sixty-seven dollars ($667), which do not appear to have been paid for.

BY THE COURT.

Filed June 10, 1895.
A true copy.
Test this 27th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 6676. Jonathan J. Pettit *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Jonathan J. Pettit, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed June 18, 1894.

[Court of Claims. Congressional case No. 6676. Jonathan J. Pettit *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 29th day of January, 1889.

On a preliminary inquiry the court, on the 18th day of June, 1894, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 30th day of October, 1895.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by Charles C. Binney, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant, in his petition, makes the following allegations:

That there was taken from him in Jefferson County, W. Va., during the late war of the rebellion, by the military forces of the United States, for their use, the following stores and supplies, to wit:

6 horses, at $125	$750
5 cattle	210
15 sheep, at $4	60
30 hogs, at $10	300
75 tons hay, at $20	1,500
200 bushels corn, at 60 cents	120
40 bushels potatoes, at $1	40
Total	2,980
Deduct one-half for landlord's share	1,490
	1,490

That no payment has been made for any part thereof.

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from Jonathan Pettit, of Jefferson County, W. Va., during the war for the suppression of the rebellion, by military authority for the use of the United States Army, stores and supplies as set forth in the petition, then reasonably worth eight hundred and seventy-seven dollars ($877), said sum being the value of the claimant's one-half interest in said property, which does not appear to have been paid for.

BY THE COURT.

Filed November 4, 1895.

A true copy.

Test this 27th day of December, 1895.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 109.

WILLIAM B. LYNCH, ADMINISTRATOR.

Letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings and opinion filed by the court in the case of William B. Lynch, administrator, against the United States.

DECEMBER 31, 1895.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 30, 1895.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings and opinion filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 8373. William B. Lynch, administrator of Jared Chamblin, deceased, *v.* The United States.]

This case being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Jared Chamblin, deceased, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed January 28, 1895.

[Court of Claims. Congressional case No. 8373. William B. Lynch, administrator of Jared Chamblin, deceased, *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 2d day of March, 1891.

On a preliminary inquiry the court, on the 28th day of January, 1895, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 20th day of December, 1895.

Gilbert Moyers, esq., appeared for claimant, and the Attorney-General, by Charles C. Binney, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in Loudoun County, State of Virginia, where decedent resided during the late war of the rebellion; that at different times during the said period the United States forces, by proper authority, took from said decedent quartermaster stores and commissary supplies of the value of $5,658.50, and appropriated the same to the use of the United States Army, as follows:

3 extra fine horses	$700.00
1 iron-gray mare	150.00
212 pounds bacon	42.40
26½ bushels of corn, at 80 cents	21.20
7 extra fine horses and mares	1,450.00
450 pounds pork	45.00
100 pounds bacon, at 20 cents; 1 barrel flour	32.00
2 horses	400.00
1,600 pounds beef, at 12 cents	192.00
3 horses	450.00
6 tons hay	120.00
8,800 pounds beef, at 12 cents	1,056.00
1 horse	150.00
1 horse	150.00
400 pounds pork, at 10 cents	40.00
4,000 pounds beef, at 12 cents	480.00
75 bushels wheat	180.00
Total	58.60

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDING OF FACT:

There were taken from claimant's decedent during the late war of the rebellion by the military forces of the United States in Loudoun County, Va., and appropriated to the use of the United States Army, stores and supplies of the kind alleged in the petition, the reasonable value of which, at the time and place of taking, was the sum of four hundred and forty-five dollars ($445).

It does not appear that any payment has been made for any part thereof.

BY THE COURT.

Filed December 16, 1895.
A true copy.
Test this 28th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Court of Claims. Congressional, No. 8373. William B. Lynch, administrator, *v.* The United States.]

MOTION TO FIND THE LOYALTY OF HEIRS AND BENEFICIARIES.

By the Court:

In connection with the findings as to the taking of the property, a request is made by the defendants that we further find that some of the heirs and beneficiaries were disloyal to the Government during the late war. This request presents a new matter of inquiry, one upon which we have not entered in the former adjudications under the act giving us jurisdiction, this case being among the first of the series in which the defendants have asked that a finding be made as to the loyalty of the heirs and beneficiaries.

The fourth section of the act of March 3, 1883 (22 Stat. L., 485), commonly known as the Bowman Act, provides:

SECTION 4. "In any case of a claim for supplies or stores taken by or furnished to any part of military or naval forces of the United States for their use during the late war for the suppression of the rebellion, the petition shall aver that the person who furnished such supplies or stores, or from whom such supplies or stores were taken, did not give any aid or comfort to said rebellion, but was throughout that war loyal to the Government of the United States, and the fact of such loyalty shall be a jurisdictional fact; and unless the said court shall, on a preliminary inquiry, find that the person who furnished such supplies or stores, or from whom they were taken as

aforesaid, was loyal to the Government of the United States throughout said war, the court shall not have jurisdiction of such cause, and the same shall, without further proceedings, be dismissed."

This proceeding comes directly under the fourth section, which by its terms defines the powers and prescribes the duty of the court in the trial of causes. In the commencement of the litigation under this statute the court adopted a form of finding upon the preliminary question of loyalty.

In case the claimant was found loyal and a finding was made on the merits of the claim the report alleges "on a preliminary inquiry the court, upon the —— day of ———, A. D. 18—, found the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war."

In case the claimant was not found loyal upon the preliminary inquiry, the report alleges that "the court on a preliminary inquiry finds that upon the evidence it does not appear that the person alleged to have furnished such supplies or stores, or from whom they are alleged to have been taken, was loyal to the Government of the United States throughout said war, and the case is dismissed for want of further jurisdiction."

In all cases under the fourth section for stores and supplies, the court upon a preliminary inquiry determines the question of the loyalty of the claimant, and as a result of that inquiry enters an order finding him loyal or disloyal; if loyalty be found the claim is considered upon its merits, but if loyalty be not found the claim is dismissed and reported to Congress upon the finding of disloyalty.

By the terms of the statute inquiry of loyalty is confined exclusively to the character of the persons furnishing the supplies and stores or the person from whom they were taken. Under that provision of the statute the court has decided: "The person from whom the stores were taken and whose loyalty is to be proved must be a person properly in possession of them and having a financial interest therein." (*Newman, administrator*, 21 C. Cls. R., 207.)

The loyalty of the person who furnished the supplies is by the terms and requirement of the statute made jurisdictional, and his loyalty is the only loyalty which by the terms of the law is put in issue.

The questions of fact, as to the taking by proper authority, use by the Government, and ownership are only affected by the loyalty of the person from whom taken or furnishing the supplies, and as loyalty is confined by the statute to those persons, the court has, from the commencement of the proceedings under it, confined its inquiry to the persons enumerated in the law, and has so reported to Congress.

Those reports have been acted upon by Congress, thereby adopting the construction of the statute circumscribing the loyalty required to be found to the person furnishing the supplies, or the person from whom they were taken.

The parties entitled to share in the distribution of the amount claimed in this proceeding, as alleged by defendants, number twenty-five, and their respective shares vary from one thirty-fifth to one-fourth.

In this view of the law we overrule the motion of the defendants and confine the finding of loyalty to the person from whom the supplies were taken, in accordance with the practice heretofore adopted.

Filed December 16, 1895.

A true copy.

Test this 28th day of December, 1895.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 110.

COMMERCE PASSING ST. MARYS FALLS CANAL.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With a letter from the Chief of Engineers, report in reference to commerce passing St. Marys Falls Canal, Michigan, during the season of 1895.

DECEMBER 31, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., December 28, 1895.

SIR: I have the honor to transmit herewith a letter from the Chief of Engineers, dated the 26th instant, submitting report of Lieut. J. B. Cavanaugh, Corps of Engineers, dated December 21, 1895, in reference to the commerce passing St. Marys Falls Canal, Michigan, during the season of 1895, with request that the report be printed.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 26, 1895.

SIR: I have the honor to submit the accompanying report, dated December 21, 1895, by Lieut. J. B. Cavanaugh, Corps of Engineers, in reference to the commerce passing St. Marys Falls Canal, Michigan, during the season of 1895, just closed, and, in view of the magnitude and importance of the interests involved, to recommend its transmittal to Congress with request that it be printed, as in previous years.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

REPORT OF LIEUT. J. B. CAVANAUGH, CORPS OF ENGINEERS, UPON STATISTICS OF THE COMMERCE PASSING ST. MARYS FALLS CANAL, MICHIGAN, DURING THE SEASON OF 1895.

UNITED STATES ENGINEER OFFICE,
Detroit, Mich., December 21, 1895.

GENERAL: I have the honor to submit the following report upon the statistics of the commerce passing St. Marys Falls Canal during the season of 1895, just closed, together with a comparison between the business of 1894 and that of 1895.

The season of 1895 opened April 25 and closed December 11, a duration of 231 days, or 3 days less than in 1894. The Canadian canal was opened September 9 and closed December 4, a period of 87 days, relieving our overtaxed lock of a very considerable portion of the work during the latter part of the season.

Excluding the traffic through the Canadian canal the season's business was the largest known in the history of the canal, and exceeded that of 1894 by 16 per cent in number of vessels passed, 9 per cent in lockages, 23 per cent in registered tonnage, 10 per cent in freight tonnage, and 13 per cent in passengers. On July 17, 1895, the lock passed 119 vessels, which exceeds the record of any single day since the lock was opened to commerce.

Further comparisons between the business of the American canal for the seasons of 1894 and 1895 are not made, as such would be incomplete and misleading, since the entire business in 1895 was not performed by this lock.

By an agreement between the Canadian and United States Governments, a daily exchange of canal statistics has been carried on since the Canadian lock was opened to commerce.

No estimate of the valuation of the commerce for the season of 1895 has as yet been prepared. As this information is necessarily obtainable only from the vessel owners and shippers, who in past years freely granted such assistance, this estimate will be submitted with the annual report for the fiscal year.

A table is hereto appended showing the comparative freight and passenger traffic of the United States and Canadian ship canals, singly and combined, and the amount and percentage of increase and decrease of the combined traffic of the two canals for 1895 over the traffic of the United States canal for 1894.

This table shows an increase of 24 per cent in number of vessels passed; 20 per cent in number of lockages; 28 per cent in registered tonnage; 14 per cent in freight tonnage, and 16 per cent in passengers. The total increase in freight tonnage, amounting to 1,866,720 tons, can be attributed largely to the increase in wheat (340,463 tons) and iron ore (1,513,333 tons), aggregating 1,853,796 tons.

The registered tonnage exceeds the freight tonnage by 1,744,201 tons, or 12 per cent. Since 1885 the freight tonnage has exceeded the registered on an average by about 8 per cent. This seems to have been caused by the falling off in the up-bound freight, which was 105,610 tons less than in 1894, and by the low stage of water which averaged 14.3 feet in the lock during the season, or 0.6 feet less than in 1894, and greatly reduced the carrying capacity of the vessels.

Very respectfully, your obedient servant,

J. B. CAVANAUGH,
Second Lieut., Corps of Engineers.

Brig. Gen. WM. P. CRAIGHILL,
Chief of Engineers, U. S. A.

Comparative statement of freight and passenger traffic to and from Lake Superior for season of 1895.

Items.	Traffic for 1895.		Total traffic for—		Increase.		Decrease.	
	United States canal.	Canadian canal.	Season of 1895.	Season of 1894.	Amount.	Per ct.	Amount.	Per ct.
Vessels .....number..	16,793	1,163	*17,956	14,491	3,465	24	.....	....
Lockages.....do....	7,039	695	7,734	6,431	1,303	20	.....	....
Tonnage:								
Registered ..net tons..	16,089,778	717,003	16,806,781	13,110,366	3,696,415	28	.....	....
Freight.....do....	14,471,648	590,932	15,062,580	13,195,860	1,866,720	14	.....	....
Passengers.....number..	30,910	746	31,656	27,236	4,420	16	.....	....
Coal:								
Hard .....net tons..	424,627	15,850	440,477	532,870	.....	....	92,393	17
Soft .....do....	2,001,141	132,744	2,133,885	2,264,314	.....	....	130,429	06
Flour.....barrels..	8,732,795	169,507	8,902,302	8,965,773	.....	....	63,471	01
Wheat.....bushels..	41,573,692	4,644,558	46,218,250	34,869,483	11,348,767	33	.....	....
Grain, excluding wheat,† bushels.....	7,834,870	493,824	8,328,694	1,545,008	6,783,686	....	.....	....
Manufactured and pig iron, net tons	100,337	.....	100,337	60,659	39,678	65	.....	....
Salt .....barrels..	263,079	6,840	269,919	237,461	32,458	14	.....	....
Copper.....net tons..	107,147	305	107,452	99,573	7,879	08	.....	....
Iron ore.....do....	7,850,065	212,144	8,062,209	6,548,876	1,513,333	23	.....	....
Lumber.....M feet, B. M..	729,253	11,447	740,700	722,788	17,912	02	.....	....
Silver ore. .....net tons..	100	.....	100	412	.....	....	312	143
Building stone .....do....	23,410	466	23,876	21,417	2,459	11	.....	....
Unclassified freight‡ do....	419,673	43,635	463,308	451,185	12,123	03	.....	....

*Number of vessels consists of 12,495 steamers, 4,790 sails, and 671 unregistered craft.

†The item of "Grain, excluding wheat," for 1895 includes such east-bound grain as was heretofore reported in the item of "Unclassified freight," therefore no percentage is given.

‡2,250 tons of wool and 397 tons of hides are included in item for 1895.

The United States canal was open to navigation in 1894 for 234 days, and in 1895 for 231 days. The Canadian canal was open to navigation in 1895 for 87 days.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 111.

REORGANIZATION OF CUSTOMS DISTRICT OF ALASKA.

LETTER

FROM

THE SECRETARY OF THE TREASURY.

TRANSMITTING

The draft of a bill for the reorganization of the customs district of Alaska.

JANUARY 3, 1896.—Referred to the Committee on Ways and Means and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., December 31, 1895.

SIR: In my opinion, it is desirable that the customs collection district of Alaska be reorganized, and authority given to the Secretary of the Treasury to designate as subports such places in said district as the necessities of commerce may require. Under existing law masters of vessels are required to proceed to distant places which have been designated as ports in order to enter or clear their vessels, and expense and delays are involved in such procedure which would be obviated if the facilities which the growing commerce of the Territory of Alaska demand were available.

I have the honor to inclose draft of a bill having for its object the removal of the difficulties referred to, and respectfully invite attention thereto.

Respectfully, yours,

J. G. CARLISLE,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the customs collection district of Alaska be, and the same is hereby, reorganized and established to comprise the Territory of Alaska, in which Sitka shall be the port of entry.

SEC. 2. That such other places as may be designated by the Secretary of the Treasury, as the interests of commerce may require, shall be subports of entry or delivery or both; and customs officers shall be stationed at such subports with authority to enter and clear vessels, receive duties, fees, and other moneys, and perform such other services and receive such compensation as in the judgment of the Secretary of the Treasury the exigencies of commerce may require.

SEC. 3. That all acts or parts of acts in conflict with the provisions of this act are hereby repealed.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 112.

ADDITIONAL APPROPRIATION FOR NATIONAL HOME FOR DISABLED VOLUNTEER SOLDIERS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

Additional estimates of appropriations for the support of the National Home for Disabled Volunteer Soldiers for the fiscal year ending June 30, 1897.

JANUARY 6, 1896.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
January 3, 1896.

SIR: I have the honor to transmit herewith, for the consideration of Congress, additional estimates of appropriations for the support of the National Home for Disabled Volunteer Soldiers for the fiscal year ending June 30, 1897, amounting to $35,876, as submitted by the Secretary of War, under date of December 31, 1895.

Respectfully, yours,

S. WIKE,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

HARTFORD, CONN., *December 11, 1895.*

SIR: Under instructions received from the Board of Managers National Home for Disabled Volunteer Soldiers, I have the honor to forward herewith an additional estimate for certain construction required by the National Home for Disabled Volunteer Soldiers, and to request that the same be forwarded to the Secretary of the Treasury for transmission to Congress.

Respectfully, yours,

W. B. FRANKLIN,
President Board of Managers,
National Home for Disabled Volunteer Soldiers.

Hon. DANIEL S. LAMONT,
Secretary of War, Washington, D. C.

[Indorsement.]

WAR DEPARTMENT,
Washington, D. C., December 31, 1895.

Respectfully forwarded to the Secretary of the Treasury.

DANIEL S. LAMONT,
Secretary of War.

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613 FIFTEENTH STREET,
Washington, D. C., December 4, 1895.

DEAR SIR: Referring again to the matter of the proposed sewage pumping station on the bank of the Phoebus Creek on the east side of the Southern Branch of the National Home for Disabled Volunteer Soldiers, I have now to inform you that the probable expense of the proposed station will be about as follows:

For the sewage reservoir of concrete and brick masonry, surmounted by a building to contain pumping machinery, etc., with a ventilating chimney, with convenient location, if desired later, for latrines and room for hospital laundry	$12,000
For pumping machinery within the above-named building	5,000
For piping, fittings, valves, and other apparatus in the same building	3,000
For steam pipes, plumbing work, and electric wiring	3,000
For 10-inch heavy cast-iron pipe from pumping station laid through the grounds of the Home to the shore of the Hampton Roads and projecting 100 feet or more over the flats	3,000
Total	26,000

Very respectfully,

WM. C. GUNNELL.

Gen. WM. B. FRANKLIN,
President Board of Managers, National Home for Disabled Volunteer Soldiers.

WESTERN BRANCH,
NATIONAL HOME FOR DISABLED VOLUNTEER SOLDIERS,
November 29, 1895.

GENERAL: By direction of Col. A. J. Smith, governor, National Home for Disabled Volunteer Soldiers, I have the honor to transmit herewith supplemental estimate for construction (special) for the fiscal year ending June 30, 1897.

Very respectfully,

W. B. SHOCKLEY, *Treasurer.*

Gen. W. B. FRANKLIN,
President Board of Managers,
National Home for Disabled Volunteer Soldiers,
Hartford, Conn.

(Through Col. A. J. Smith, governor, Western Branch, National Home for Disabled Volunteer Soldiers.)

WESTERN BRANCH,
NATIONAL HOME FOR DISABLED VOLUNTEER SOLDIERS,
November 30, 1895.

Respectfully forwarded to Gen. W. B. Franklin, President Board of Managers, National Home for Disabled Volunteer Soldiers.

I desire to explain my reasons for forwarding this special estimate.

It is absolutely essential that piping be removed during the coming year; the pipe must also be re-covered. The covering is rotting and falling off both in and out of the tunnels. Covering is very necessary to prevent condensation of steam as much as possible. Since forwarding the annual estimates the conviction is forced upon me that now is the proper time to ask for appropriation for these purposes. Breaks in the pipe are constant, by reason of the great work they are required to do.

I respectfully ask that this estimate be made supplemental to the annual estimate for the Western Branch for the fiscal year ending June 30, 1897.

ANDREW J. SMITH, *Governor.*

OFFICE OF PRESIDENT BOARD OF MANAGERS,
NATIONAL HOME FOR DISABLED VOLUNTEER SOLDIERS,
Hartford, Conn., November 20, 1895.

[Extract.]

* * * * * * *

WATER SUPPLY.

This has been a serious question at Marion Branch, but at present there is an abundant supply for all purposes, except fire. The sinking of the deep well to the sand rock proved a success, and apparently the question of supply of water is settled satisfactorily. The water tower is not completed; the foundation is in, but the standpipe is delayed by failure of contractor to secure the iron as he had a right to expect. The governor is pressing him, and no delay will be permitted that can be avoided. As I have said, "the question of supply of water is apparently settled" as there seems now to be an inexhaustible supply in the sand rock penetrated by the new 8-inch pipe. But the pumping facilities are not yet equal to an emergency of a large fire. The standpipe, when filled, will force the water high enough at first, but as it is lowered in the standpipe the pressure is decreased, and soon the supply of water for a high building on fire would be gone. It is supposed that some aid would be given by the use of the pump connected with the mains. Unfortunately, the pump used for the new well is not of sufficient capacity for fire purposes. No permanent security in this respect can be depended upon until another well, with a more powerful pump, is obtained. There were two wells contemplated at first, but the appropriation was insufficient. I suggest that some provision be made for securing both additional water and pumping facilities at an early day. A fire once started on a windy day would show the importance of this additional expense.

* * * * * * *

E. F. BROWN,
Inspector-General, National Home for Disabled Volunteer Soldiers.

A true copy.
JUSTIN H. CHAPMAN,
Governor.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1897, by the National Home for Disabled Volunteer Soldiers.

Support of National Home for Disabled Volunteer Soldiers:	
Southern Branch—	
For construction of sewage pumping works, including building, reservoir, machinery, pipes, ventilating chimney, and other items necessary for the purpose (March 2, 1895, vol. 28, pp. 951–955, sec. 1; submitted)	$26,000.00
Western Branch—	
For construction and repairs, for materials and labor necessary to renew the steam and other pipes to cover the same, with their necessary connections (same act)	7,514.75
Marion Branch—	
For one 10-inch well, with tubing, pump, and necessary connections (same act)	2,361.25
Total	35,876.00

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 113.

EXPENDITURES OF THE NATIONAL ACADEMY OF SCIENCES.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A copy of a communication from the president of the National Academy of Sciences, with papers and vouchers relating to expenditures made in accordance with the act of Congress approved July 12, 1894.

JANUARY 6, 1896.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
January 3, 1896.

SIR: I have the honor to transmit herewith, for such action as Congress shall deem proper in the premises, copy of a communication from the president of the National Academy of Sciences, dated December 31, 1895, presenting for the consideration of this Department the accompanying papers relating to work which has been done by the National Academy of Sciences, in accordance with the act of Congress approved July 12, 1894 (28 Stat. L., p. 101), together with vouchers for the expenditures of the Academy in connection therewith, aggregating $69, and requesting payment of the same.

The act of Congress above referred to makes it the duty of the National Academy of Sciences to prescribe and publish such specifications of details as shall be necessary for the practical application of the standard specifications therein mentioned, but makes no provision for any expenses that may be incurred thereby.

Respectfully, yours,

S. WIKE,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

WASHINGTON, *December 31, 1895.*

SIR: I have the honor to submit for your consideration the accompanying papers relating to work which has been done by the National Academy of Sciences in accordance with the act of Congress approved July 12, 1894. Vouchers for the expenditures of the academy also accompany this letter. I respectfully request that payment of the amount vouched for may be made to Dr. John S. Billings, treasurer of the academy.

Respectfully, yours, WOLCOTT GIBBS,
President of the National Academy of Sciences.

Hon. J. G. CARLISLE,
Secretary of the Treasury.

O

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 114.

EXCHANGE OF PUBLIC DOCUMENTS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A copy of a communication from the Secretary of State submitting an estimate of an appropriation to carry into effect the provisions of a convention for the exchange of public documents with certain foreign Governments.

JANUARY 6, 1896.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
January 3, 1896.

SIR: I have the honor to transmit herewith, for the consideration of Congress, copy of a communication from the Secretary of State, dated December 30, 1895, submitting an estimate of appropriation in the sum of $2,000 to carry into effect the provisions of the convention between the United States of America, Belgium, Brazil, Italy, Portugal, Servia, and Spain, concluded at Brussels March 15, 1886, providing for the immediate exchange of public documents.

Respectfully, yours,

S. WIKE, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF STATE,
Washington, December 30, 1895.

SIR: I have the honor to bring to your attention copies of two notes from the Austro-Hungarian minister, dated April 3 and October 29, 1895, respectively. They relate to the request of his Government that the acts of Congress be sent directly to the House of Deputies instead of through the Smithsonian Institution.

Copies of these notes were sent to the Secretary of that Institution. The correspondence that ensued disclosed the fact that the want of an appropriation by Congress prevented that Institution from carrying out the provisions of the convention concluded at Brussels March 15, 1886, providing for the "immediate exchange of official journals, parliamentary annals and documents."

In reply to a request from this Department as to the amount thought necessary to effect that object, I herewith inclose a copy of a letter of the 18th instant from Mr. S. P. Langley, Secretary of the Smithsonian Institution, fixing the amount at $2,000, as heretofore recommended, and citing especially Senate Ex. Doc. No. 139, Fiftieth Congress, second session, a copy of which, for convenience of reference, I herewith inclose.

That document contains a proposed joint resolution to meet the object Mr. Langley has in view. The only suggested change therein is that in its last line the appropriation should read "be expended under the direction of the Smithsonian Institution," in order to conform to all other appropriations now made to that Institution.

I urge that this correspondence be brought to the attention of Congress to the end that an appropriation of $2,000 may be made at the present session to enable the Smithsonian Institution to carry into effect the convention of March 15, 1886, a copy of which will be found in Senate Ex. Doc. No. 139.

I have the honor to be, sir, your obedient servant,

RICHARD OLNEY.

The SECRETARY OF THE TREASURY.

[Translation.]

IMPERIAL AND ROYAL AUSTRO-HUNGARIAN LEGATION,
Washington, April 3, 1895.

Mr. SECRETARY OF STATE:

In consequence of an understanding, as your excellency already knows, a reciprocal exchange of parliamentary acts and other official publications of Hungary takes place with those of the United States, and mainly by the method that the mutual shipments are delivered through the channel of the Smithsonian Institution.

Upon this basis the process of the mutual exchange of official publications was further carried out in the manner that the Smithsonian Institution addressed the shipments of books of the American Government, including Congressional documents, and collecting on delivery the transportation charges from the port of shipment to the place of destination, to the royal Hungarian president of the cabinet, by whom the contents of these shipments were distributed to the Hungarian Legislature and the different ministries.

The Hungarian exchange was effected in the same manner, and the president of the royal hungarian cabinet has always sent to the Smithsonian Institution the Hungarian Parliamentary acts as well as the publications of the ministries and authorities, collecting on delivery the transportation charges from the port of shipment to the place of their destination.

On every occasion the Smithsonian Institution was advised from Budapest through the imperial and royal legation of the due arrival of the American shipments.

The president of the Hungarian House of Deputies deems it now more expedient respecting the mutual exchange of the parliamentary acts between the Hungarian House of Deputies, and the Congress of the United States, to adopt a direct intercourse, and already, in 1892, the above-named officer addressed the president of Congress in Washington and indeed since then has sent directly and free of charge to America the acts of the Hungarian House of Deputies.

As the acts of Congress have, nevertheless, until now reached the House of Deputies in Budapest in the former way—that is to say, by way of the Smithsonian Institution and the president of the royal Hungarian cabinet, the latter has requested that steps be taken to cause the acts of Congress, that have heretofore reached the Hungarian House of Deputies through the medium of the president of the cabinet, to be sent henceforth directly, and likewise free of charges, to the House of Deputies.

I have the honor to inform your excellency hereof, with the request to be good enough to take the necessary steps to bring about this object, and to advise me of the result.

I beg to add that, with respect to the other official American publications, no change in the existing mode of exchange with Hungary is contemplated.

Accept, etc., HENGELMULLER.

[Translation.]

IMPERIAL AND ROYAL AUSTRO-HUNGARIAN LEGATION,
Washington, October 29, 1895.

Mr. SECRETARY OF STATE:

In your predecessor's note of May 16 last, No. 28, in answer to my communication of April 3 last, No. 709, regarding the direct reciprocal exchange of legislative documents and other official Hungarian publications with those of the United States, he was good enough to state that the request of the president of the Hungarian Reichstag had been given immediate attention by the competent authority and that a full reply would subsequently follow.

In compliance with recent instructions, I beg to call your excellency's attention to this subject, with the request to apprise me as to the decision since reached.

Accept, etc.,

HENGELMULLER.

SMITHSONIAN INSTITUTION,
Washington, December 18, 1895.

SIR: I have the honor to acknowledge the receipt of your communication of December 11, 1895, referring to the request of the Austro-Hungarian minister that the acts of Congress be sent directly to the House of Deputies instead of through the Smithsonian Institution, and inquiring what appropriation by Congress is considered necessary for carrying out a convention concluded at Brussels March 15, 1886, providing for the "immediate exchange of official journals, parliamentary annals, and documents."

The object of the convention being the prompt interchange of the proceedings of the legislative bodies of the respective countries adhering thereto, it becomes necessary that a sufficient number of copies of the documents in question be promptly furnished to the exchange bureau, and that an appropriation be made to meet the additional clerical service and postage that will be required for the immediate dispatch of these documents. The amount of the appropriation, as far as it is possible to estimate for an untried service, I should place at $2,000.

England, France, Germany, and Austria did not adhere to the convention, but I am inclined to believe that these countries would enter

into a special agreement to exchange their parliamentary documents with the United States, so that it is desirable that at least twelve sets of documents be made available for distribution.

I beg leave to inclose herewith a copy of my letter of February 26, 1889, addressed to the Department of State, together with a copy of the convention especially mentioned. I would also refer you to Senate Ex. Doc. No. 139, Fiftieth Congress, second session, and to joint resolution No. 49 (Report No. 327), Fifty-first Congress, first session. This joint resolution passed the Senate on January 22, 1890, but it was not acted upon by the House of Representatives.

Should you see fit to bring this matter again before Congress I would suggest no change in the form of the proposed legislation, except that in the last line of the joint resolution the appropriation should be "expended under the direction of the Smithsonian Institution," in order to conform to all other appropriations now made to the Institution.

In conclusion, permit me to express my appreciation of your interest in this matter. Though no formal action appears to have been taken by the Governments adhering to the treaty, a full compliance with its terms would undoubtedly be of advantage to this country, and in any event it seems to be most desirable that our own country should comply strictly with the terms of its agreement.

I have the honor to be, sir,

S. P. LANGLEY, *Secretary.*

HON. RICHARD OLNEY,
Secretary of State.

SMITHSONIAN INSTITUTION,
February 26, 1889.

SIR: In reply to your letter of the 12th instant, inclosing printed copies of the two conventions relative to the international exchange of official and other documents, proclaimed on the 15th ultimo, and inquiring as to the ability of the Smithsonian Institution to execute all of the provisions of these conventions without further legislation by Congress, I have the honor to state that the convention first named in your letter does not change the usage now prevailing in the conduct of the exchanges with the contracting nations, and that no further legislative action is required thereon.

For the fulfillment of the obligations incurred by the second convention (for the immediate exchange of official journals, etc.), however, it will be necessary, first, that the documents referred to be promptly and frequently furnished to the international exchange office; second, that provision be made for the salary of an additional clerk, who shall attend especially to this duty; and third, that provision be made for the considerable increase in the cost of postage which will be incurred.

It is difficult to estimate with precision, beforehand, the cost of the service the extent of which is not yet accurately known. From the best information at hand, however, I incline to the opinion that the additional service, so far as the United States is concerned, should not exceed $2,000 a year.

I am, etc.,

S. P. LANGLEY, *Secretary.*

HON. THOMAS F. BAYARD,
Secretary of State.

[Senate Ex. Doc. No. 139, Fiftieth Congress, second session.]

DEPARTMENT OF STATE,
Washington, February 28, 1889.

SIR: I have the honor to inclose a copy of a letter from Prof. S. P. Langley, secretary of the Smithsonian Institution, in reference to the legislative measures necessary for carrying into effect the convention between the United States and Belgium, Brazil, Italy, Portugal, Servia, and Spain for the immediate exchange of public documents, concluded at Brussels, March 15, 1886.

The most efficient means for the purpose would seem to be a joint resolution of both Houses of Congress, and I therefore have the honor to suggest the inclosed draft as embodying Professor Langley's views.

I have the honor to be, sir, your obedient servant,

T. F. BAYARD.

Hon. JOHN J. INGALLS,
President of the Senate pro tempore.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of carrying into effect the provisions of the convention between the United States of America, Belgium, Brazil, Italy, Portugal, Servia, and Spain, concluded at Brussels March 15, 1886, and ratified by the President July 19, 1888, the Public Printer is hereby authorized to supply to the international exchange office, with due promptness, a sufficient number of public documents; and that, to meet the additional expense entailed for clerk hire and postage, the sum of $2,000, or so much thereof as may be necessary, be, and the same is hereby, appropriated out of any money in the Treasury not otherwise appropriated, to be expended under the direction of the secretary of the Smithsonian Institution.

SMITHSONIAN INSTITUTION,
Washington, D. C., February 26, 1889.

SIR: In reply to your letter of the 12th instant, inclosing printed copies of the two conventions relative to the international exchange of official and other documents, proclaimed on the 15th ultimo, and inquiring as to the ability of the Smithsonian Institution to execute all of the provisions of those conventions without further legislation by Congress, I have the honor to state that the convention first named in your letter does not change the usage now prevailing in the conduct of the exchange with the contracting nations, and that no further legislative action is required thereon.

For the fulfillment of the obligations incurred by the second convention (for the immediate exchange of official journals, etc.), however, it will be necessary—

(1) That the documents referred to be promptly and frequently furnished to the international exchange office;

(2) That provision be made for the salary of an additional clerk, who shall attend especially to this duty; and

(3) That provision be made for the considerable increase in the cost of postage which will be required.

It is difficult to estimate with precision beforehand the cost of a service the extent of which is not yet accurately known. From the best information at hand, however, I incline to the opinion that the additional service, so far as the United States is concerned, should not exceed $2,000 a year.

I am, sir, very respectfully, yours,

S. P. LANGLEY, *Secretary.*

Hon. THOMAS F. BAYARD,
Secretary of State.

EXCHANGE OF OFFICIAL DOCUMENTS, ETC.

***Convention between** the United States of America, Belgium, Brazil, Italy, Portugal, Servia, Spain, and Switzerland for the international exchange of official documents, scientific and literary publications.*

Concluded at Brussels March 15, 1886.
Ratification advised by the Senate June 18, 1888.
Ratified by the President July 19, 1888.
Ratifications exchanged January 14, 1889.
Proclaimed January 15, 1889.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas a convention to establish a system of international exchanges of the official documents and of the scientific and literary publications of the States adhering thereto, was concluded and signed at Brussels, Belgium, on the 15th day of March,

1886, by the Plenipotentiaries of the United States of America, Belgium, Brazil, Italy, Portugal and the Algarves, Servia, Spain, and the Swiss Confederation, which convention being in the French language, is word for word as follows:

[Translation.]

Le Président des Etats-Unis d'Amérique, Sa Majesté le Roi des Belges, Sa Majesté l'Empereur du Brésil, Sa Majesté la Reine Régente d'Espagne, Sa Majesté le Roi d'Italie, Sa Majesté le Roi de Portugal et des Algarves, Sa Majesté le Roi de Serbie, le Conseil Fédéral de la Confédération Suisse, désirant établir sur les bases adoptées par la Conférence réunie à Bruxelles du 10 au 14 Avril 1883, un système d'échanges internationaux pour les documents officiels et pour les publications scientifiques et littéraires de leurs Etats respectifs, ont nommé pour leurs Plénipotentiaires, sa voir:

Le Président des Etats-Unis d'Amérique, Mr. Lambert Tree, Ministre Résident des Etats-Unis d'Amérique à Bruxelles.

Sa Majesté le Roi des Belges, Mr. le Prince de Caraman, Son Ministre des Affaires Etrangères, et Mr. le Chevalier de Moreau, Son Ministre de l'Agriculture, de l'Industrie et des Travaux publics.

Sa Majesté l'Empereur du Brésil, Mr. le Comte de Villeneuve, Son Envoyé Extraordinaire et Ministre Plénipotentiare près Sa Majesté le Roi des Belges.

Sa Majesté la Reine Régente d'Espagne, Mr. de Tavira, Chargé d'Affaires ad interim d'Espagne à Bruxelles,

Sa Majesté le Roi d'Italie, Mr. le Marquis Maffei, Son Envoyé Extraordinaire et Ministre Plénipotentiaire près Sa Majesté le Roi des Belges,

Sa Majesté le Roi de Portugal et des Algarves, Mr. le Baron de Sant' Anna, Envoyé Extraordinaire et Ministre Plénipotentiaire de Sa Majesté Très-Fidèle,

Sa Majesté le Roi de Serbie, Mr. Marinovitch, Son Envoyé Extraordinaire et Ministre Plenipotentiaire près Sa Majesté le Roi des Belges.

Le Conseil Fédéral de la Confédération Suisse, Mr. Rivier, Son Plénipotentiaire spécial,

Lesquels, après s'être communiqué leurs pleins pouvoirs, trouvés en bonne et due forme, sont convenus des articles suivants:

ARTICLE I.

Il sera établie, dans chacun des Etats contractants, un bureau chargé du service des échanges.

ARTICLE II.

Les publications que les Etats contractants s'engagent à échanger sont les suivants:

1°. Les documents officiels, parlementaires et administratifs qui sont livrés à la publicité dans de lieu d'origine.

2°. Les ouvrages exécutés par ordre et aux frais des Gouvernements.

The President of the United States of America, His Majesty the King of the Belgians, His Majesty the Emperor of Brazil, Her Majesty the Queen Regent of Spain, His Majesty the King of Italy, His Majesty the King of Portugal and the Algarves, His Majesty the King of Servia, the Federa- Council of the Swiss Confederation, desirl ing to establish, on the bases adopted by the Conference which met at Brussels from the 10th to the 14th April 1883, a system of international exchanges of the official documents and of the scientific and literary publications of their respective States, have appointed for their Plenipotentiaries, to wit:

The President of the United States of America, Mr. Lambert Tree, Minister Resident of the United States of America at Brussels.

His Majesty the King of the Belgians, The Prince de Camaran, His Minister of Foreign Affairs, and the Chevalier de Moreau. His Minister of Agriculture, Industry and Public Works.

His Majesty the Emperor of Brazil, The Count de Villeneuve, His Envoy Extraordinary and Minister Plenipotentiary near His Majesty the King of the Belgians.

Her Majesty the Queen Regent of Spain, Mr. de Tavira, Chargé d'Affaires ad-interim of Spain at Brussels,

His Majesty the King of Italy, the Marquis Maffei, His Envoy Extraordinary and Minister Plenipotentiary near His Majesty the King of the Belgians,

His Majesty the King of Portugal and of the Algarves, the Baron de Sant' Anna, Envoy Extraordinary and Minister Plenipotentiary of His Very Faithful Majesty,

His Majesty the King of Servia, Mr. Marinovitch, His Envoy Extraordinary and Minister Plenipotentiary near His Majesty the King of the Belgians,

The Federal Council of the Swiss Confederation, Mr. Rivier its special Plenipotentiary.

Who, after having communicated between themselves their full powers, which are found in good and due form, have agreed upon the following Articles:

ARTICLE I.

There shall be established in each of the contracting States, a bureau charged with the duty of the exchanges.

ARTICLE II.

The publications which the contracting States agree to exchange, are the following:

1st. The Official documents, parliamentary and administrative, which are published in the country of their origin.

2nd. The works executed by order and at the expense of the Government.

ARTICLE III.

Chaque bureau fera imprimer la liste des publications qu'il peut mettre à la disposition des Etats contractants.

Cette liste sera corrigée et complétée chaque année et adressée régulièrement à tous les bureaux d'échange.

ARTICLE IV.

Les bureaux d'échange s'entendront sur le nombre d'exemplaries qui pourront être demandés et fournis.

ARTICLE V.

Les envois se feront directement de bureau à bureau. Il sera adopté des modèles et des formules uniformes pour les bordereaux du contenu des caisses, ainsi que pour toutes les pièces de correspondance administrative, demandes, accusés de reception, etc.

ARTICLE VI.

Pour l'expédition à l'extérieur, chaque Etat se charge des frais d'emballage et de portjusqu'à destination. Toutefois, quand l'expédition se fera par mer, des arrangements particuliers règleront la part de chaque Etat dans les frais de transport.

ARTICLE VII.

Les bureaux d'échange serviront d'intermédiaires officieux entre les corps savants et les sociétés littéraires, scientifiques, &c. . . . . des Etats contractants pour la réception et l'envoi de leurs publications.

Mais il demeurera bien entendu que, dans ce cas, le rôle des bureaux d'échange se bornera à la transmission en franchise des ouvrages échangés et que ces bureaux ne prendront aucunement l'initiative de proroquer l'établissement de ces relations.

ARTICLE VIII.

Ces dispositions ne sont applicables qu'aux documents et ouvrages publiés à partir de la date de la présente convention.

ARTICLE IX.

Les Etats qui n'ont pas pris part à la présente Convention sont admis à y adhérer sur leur demande.

Cette adhésion sera notifiée par la voie diplomatique, au Gouvernement belge et par ce gouvernement à tous les autres Etats signataires.

ARTICLE III.

Each bureau shall cause to be printed a list of the publications that it is able to place at the disposal of the contracting States.

This list shall be corrected and completed each year and regularly addressed to all the bureaus of exchange.

ARTICLE IV.

The bureaus of exchange will arrange between themselves the number of copies which they may be able eventually to demand and furnish.

ARTICLE V.

The transmissions shall be made directly from bureau to bureau. Uniform models and formulas will be adopted for the memoranda of the contents of the cases, as well as for all the administrative correspondence, requests, acknowledgments of reception, etc.

ARTICLE VI.

For exterior transmissions, each State assumes the expense of packing and transportation to the place of destination. Nevertheless when the transmission shall be made by sea, special arrangements will regulate the share of each State in the expense of transportation.

ARTICLE VII.

The bureaus of exchange will serve, in an officious capacity, as intermediaries between the learned bodies and literary and scientific societies, etc. . . . of the contracting States for the reception and transmission of their publications.

It remains, however, well understood that, in such case, the duty of the bureaus of exchange will be confined to the free transmission of the works exchanged and that these bureaus will not in any manner take the initiative to bring about the establishment of such relations.

ARTICLE VIII.

These provisions apply only to the documents and works published after the date of the present Convention.

ARTICLE IX.

The States which have not taken part in the present Convention are admitted to adhere to it on their request.

This adhesion will be notified diplomatically to the Belgian Government and by that Government to all the other signatory States.

ARTICLE X.

La présente Convention sera ratifiée et les ratifications seront échangées à Bruxelles aussitôt que faire se pourra. Elle est conclue pour dix ans, à partir du jour de l'échange des ratifications, et elle continuera à subsister au delà de ce délai tant que l'un des Gouvernements n'aura pas déclaré six mois à l'avance qu'il y renonce.

En foi de quoi, les Plénipotentiaires respectifs l'ont signée et y ont apposé leurs cachets.

Fait à Bruxelles, en huit exemplaires, le 15 Mars 1886.

[SEAL] LAMBERT TREE
[SEAL] PR. DE CAMARAN
[SEAL] CH'V'LIER D. MOREAU
[SEAL] CTE. DE VILLENEUVE
[SEAL] JOSÉ MA. DE TAVIRA
[SEAL] MAFFEI
[SEAL] B'ON DE SANT' ANNA
[SEAL] I. MARINOVITCH
[SEAL] ALPHONSE RIVIER

ARTICLE X.

The present Convention will be ratified and the ratifications will be exchanged at Brussels, as soon as practicable. It is concluded for ten years, from the day of the exchange of ratifications, and it will remain in force beyond that time, so long as one of the Governments shall not have declared six months in advance that it renounces it.

In witness whereof, the respective Plenipotentiaries have signed it, and have thereunto affixed their seals.

Done at Brussels in eight copies the 15th of March, 1886.

[L. S.] LAMBERT TREE
[L. S.] PR. DE CAMARAN
[L. S.] CH'V'LIER D. MOREAU
[L. S.] CTE. DE VILLENEUVE
[L. S.] JOSÉ MA. DE TAVIRA
[L. S.] MAFFEI
[L. S.] B'ON DE SANT' ANNA
[L. S.] I. MARINOVITCH.
[L. S.] ALPHONSE RIVIER

And whereas the Plenipotentiary of the United States of America did, on the 17th day of November, 1888, deposit the President's ratification of the said Convention with His Excellency the Minister of Foreign Affairs of Belgium, for delivery to the Plenipotentiaries of the other signatory States, on the occasion of their reassembling to exchange the ratifications of the said Convention;

And whereas the Plenipotentiaries of the several Contracting Parties did, on the 14th day of January, 1889, exchange the ratifications of the said Convention;

Now, therefore, be it known that I, Grover Cleveland, President of the United States of America, have caused the said Convention to be made public, to the end that the same and every article and cause thereof may be observed and fulfilled with good faith by the United States and the citizens thereof.

In witness whereof I have hereunto set my hand and caused the seal of the United States of America to be affixed.

Done at the City of Washington this 15th day of January in the year of our Lord one thousand eight hundred and eighty-nine, and of the Independence of the United States the one hundred and thirteenth.

[SEAL.] GROVER CLEVELAND.

By the President:

T. F. BAYARD,
Secretary of State.

EXCHANGE (IMMEDIATE) OF OFFICIAL JOURNALS, ETC.

Convention between the United States of America, Belgium, Brazil, Italy, Portugal, Servia, and Spain for the immediate exchange of the official journals, parliamentary annals, and documents.

Concluded at Brussels March 15, 1886.
Ratification advised by the Senate June 18, 1888.
Ratified by the President July 19, 1888.
Ratifications exchanged January 14, 1889.
Proclaimed January 15, 1889.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas a convention to assure the immediate exchange of the official journal, as well as of the parliamentary annals and documents of the States adhering thereto was concluded and signed at Brussels, Belgium, on the 15th day of March, 1886, by

the Plenipotentiaries of the United States of America, Belgium, Brazil, Italy, Portugal and the Algarves, Servia, and Spain, which Convention, being in the French language, is word for word as follows:

Le Président des Etats-Unis d'Amérique, Sa Majesté le Roi des Belges, Sa Majesté l'Empereur du Brésil, Sa Majesté la Reine Régente d'Espagne, Sa Majesté le Roi d'Italie, Sa Majesté le Roi de Portugal et des Algarves, Sa Majesté le Roi de Serbie, désirant assurer l'échange immédiat du journal officiel ainsi que des annales et des documents parlementaires de leurs Etats respectifs ont nommé pour leurs Plénipotentiaires, savoir:

Le Président des Etats-Unis d'Amérique, Mr. Lambert Tree, Ministre Résident des Etats-Unis d'Amérique à Bruxelles,

Sa Majesté le Roi des Belges, Mr. le Prince de Camaran, son Ministre des Affaires Etrangères, et Mr. le Chevalier de Moreau, son Ministre de l'Agriculture, de l'Industrie et des Travaux Publics,

Sa Majesté l'Empereur du Brésil, Mr. le Compte de Villeneuve, Son Envoyé Extraordinaire & Ministre Plénipotentiaire près Sa Majesté le Roi des Belges,

Sa Majesté la Reine Régente d'Espagne, Mr. de Tavira, Chargé d'Affaires ad interim d'Espagne à Bruxelles,

Sa Majesté le Roi d'Italie, Mr. le Marquis Maffei, Son Envoyé Extraordinaire et Ministre Plénipotentiaire près Sa Majesté le Roi des Belges,

Sa Majesté le Roi de Portugal et des Algarves, le Baron de Sant' Anna, Envoyé Extraordinaire & Ministre Plénipotentiaire de Sa Majesté Très-Fidèle,

Sa Majesté le Roi de Serbie, Mr. Marinovitch, Son Envoyé Extraordinaire et Ministre Plénipotentiaire près Sa Majesté le Roi des Belges,

Lesquels, après s'être communiqué leurs pleins pouvoirs, trouvés en bonne & due forme, sont convenus des Articles suivants:

ARTICLE I.

Indépendamment des obligations qui résultent de l'Article 2 de la Convention générale de ce jour, relative à l'échange des documents officiels et des publications scientifiques et littéraires, les Gouvernements respectifs s'engagent à faire expédier aux chambres législatives de chaque Etat contractant, au fur & à mesure de leur publication, un exemplaire du journal officiel, ainsi que des annales & des documents parlementaires livrés à la publicité.

ARTICLE II.

Les Etats qui n'ont pas pris part à la présente Convention sont admis à y adhérer sur leur demande.

Cette adhésion sera notifiée, par la voie deplomatique au Gouvernement belge et par ce Gouvernement à tous les autres Etats Signataires.

[Translation.]

The President of the United States of America, His Majesty the King of the Belgians, His Majesty the Emperor of Brazil, Her Majesty the Queen Regent of Spain, his Majesty the King of Italy, His Majesty the King of Portugal and of the Algarves, His Majesty the King of Servia, desiring to assure the immediate exchange of the Official Journal as well as of the parliamentary Annals and Documents of their respective States, have named as their Plenipotentiaries, to wit:

The President of the United of America, Mr. Lambert Tree, Minister Resident of the United States of America at Brussels,

His Majesty the King of the Belgians, The Prince de Camaran, His Minister of Foreign Affairs, and the Chevalier de Moreau, His Minister of Agriculture, Industry and Public Works,

His Majesty the Emperor of Brazil, The Count de Villeneuve, His Envoy Extraordinary and Minister Plenipotentiary near His Majesty the King of the Belgians,

Her Majesty the Queen Regent of Spain, Mr. de Tavira, Chargé d'Affaires, ad interim, of Spain at Brussels,

His Majesty the King of Italy, The Marquis Maffei, His Envoy Extraordinary and Minister Plenipotentiary near His Majesty the King of the Belgians,

His Majesty the King of Portugal and of the Algarves, the Baron de Sant' Anna, Envoy Extraordinary and Minister Plenipotentiary of His Very Faithful Majesty,

His Majesty the King of Servia, Mr. Marinovitch, His Envoy Extraordinary and Minister Plenipotentiary near His Majesty the King of the Belgians,

Who, after having communicated between themselves their full powers, found in good and due form, have agreed upon the following Articles:

ARTICLE I.

Independently of the obligations which result from Article 2 of the General Convention of this day, relative to the exchange of official documents and of scientific and literary publications, the respective Governments undertake to have transmitted to the legislative chambers of each contracting State, as fast as their publication, a copy of the Official Journal, as well as of the parliamentary Annals and Documents, which are given publicity.

ARTICLE II.

The States which have not taken part in the present Convention are admitted to adhere thereto on their request.

This adhesion will be notified diplomatically to the Belgian Government, and by that Government to all the other signatory States.

ARTICLE III.

La présente Convention sera ratifiée et les ratifications seront échangées à Bruxelles aussitôt que faire se pourra. Elle est conclue pour dix ans, à partir du jour de l'échange des ratifications et elle continuera à subsister au déla de ce délai tant que l'un des Gouvernements n'aura pas déclaré six mois à l'avance qu'il y renonce.

En foi de quoi, les Plénipotentiaires respectifs l'ont signée et y ont apposé leurs cachets.

Fait à Bruxelles en sept exemplaires, le 15 Mars, 1886.

[SEAL] LAMBERT TREE
[SEAL] PR. DE CAMARAN
[SEAL] CH'V'LIER D. MOREAU
[SEAL] DE VILLENEUVE
[SEAL] JOSÉ MA. DE TAVIRA
[SEAL] MAFFEI
[SEAL] B'ON DE SANT' ANNA
[SEAL] I. MARINOVITCH

ARTICLE III

The present Convention will be ratified and the ratifications will be exchanged at Brussels as soon as practicable. It is concluded for ten years from the day of the exchange of the ratifications and it will remain in force beyond that time, so long as one of the Governments shall not have declared six months in advance that it renounces it.

In witness whereof, the respective Plenipotentiaries have signed it, and have thereunto affixed their seals.

Done at Brussels, in seven copies the 15th of March, 1886.

[L. S.] LAMBERT TREE
[L. S.] PR. DE CAMARAN
[L. S.] CH'V'LIER D. MOREAU
[L. S.] CTE. DE VILLENEUVE
[L. S.] JOSÉ MA. DE TAVIRA
[L. S.] MAFFEI
[L. S.] B'ON DE SANT' ANNA
[L. S.] I. MARINOVITCH

And whereas the Plenipotentiary of the United States of America did, on the 17th day of November, 1888, deposit the President's ratification of the said Convention with His Excellency the Minister of Foreign Affairs of Belgium, for delivery to the Plenipotentiaries of the other signatory States, on the occasion of their re-assembling to exchange the ratifications of the said Convention;

And whereas the Plenipotentiaries of the several Contracting Parties did, on the 14th day of January, 1889, exchange the ratifications of the said Convention:

Now, therefore, be it known that I, Grover Cleveland, President of the United States of America, have caused the said Convention to be made public, to the end that the same and every article and clause thereof may be observed and fulfilled with good faith by the United States and the citizens thereof.

In witness whereof I have hereunto set my hand and caused the seal of the United States of America to be affixed.

Done at the City of Washington this 15th day of January, in the year of our Lord one thousand eight hundred and eighty-nine, and of the Independence of the United States the one hundred and thirteenth.

[SEAL.] GROVER CLEVELAND.

By the President:

T. F. BAYARD,
Secretary of State.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 115.

PURCHASE OF PRESS AND SEPARATING MACHINE FOR OFFICE OF TREASURER UNITED STATES.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of an appropriation for the purchase of a press and separating machine for the office of the Treasurer of the United States.

JANUARY 6, 1896.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
January 3, 1896.

SIR: I have the honor to transmit herewith for the favorable consideration of Congress an estimate of appropriation of $2,000, submitted by the Treasurer of the United States, under date of December 21, 1895, for the purchase of one press and one separating machine for use of his office in sealing and separating United States securities.

Respectfully, yours,

S. WIKE, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT,
OFFICE OF THE TREASURER,
Washington, D. C., December 21, 1895.

SIR: I have the honor to request that an additional estimate be submitted to Congress recommending an appropriation of $2,000 for the purchase of one press and one separating machine for use of this office in sealing and separating United States securities.

This request is made necessary for the reason that a review of the Book of Estimates for 1897 shows the item to have been omitted through error.

In the estimate of this office for the fiscal year 1897 an increase of force to operate an extra press and separating machine has been submitted, with the following note in explanation:

> The estimate for additional force submitted is to enable the office to man an extra press and separating machine, which is rendered necessary by the increased deliveries of sheet currency by the Bureau of Engraving and Printing. (See page 26, Estimates of Appropriations for fiscal year 1897).

The daily delivery of sheet currency from the Bureau of Engraving and Printing is now 48 packages of 4,000 notes each, which, with the present machinery, consisting of 6 presses and 6 separating machines, is the maximum that can be handled per day. The additional press and separator will enable this office to finish 8 additional packages of 4,000 notes each daily.

The necessity for the increase of machinery asked for is that this office may be prepared for any emergency arising either from accidents to the machinery, entailing serious delay for repairs, or from an urgent demand for an increased issue of notes to replace old currency received for redemption.

Respectfully, yours,

D. N. MORGAN,
Treasurer United States.

Hon. J. G. CARLISLE,
Secretary of the Treasury.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 116.

REPORT OF BOARD OF APPRAISERS ON IMPROVEMENTS OF INTRUDERS IN THE CHEROKEE NATION.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

The report of the Board of Appraisers appointed to appraise the improvements of intruders in the Cherokee Nation, together with accompanying papers and letters upon the subject.

JANUARY 6, 1896.—Referred to the Committee on Indian Affairs and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, January 3, 1896.

SIR: In conformity with the act of Congress approved March 2, 1895 (28 Stat. L., 876–902), I have the honor to herewith transmit a copy of the report of the Board of Appraisers appointed by the President under the provisions of the act of March 3, 1893 (27 Stat. L., 612–641), to appraise the improvements of intruders in the Cherokee Nation, together with accompanying papers and letters upon the subject, numbered from 1 to 9, inclusive, as specified in the letter of the Commissioner of Indian Affairs, dated October 12, 1895, also herewith.

Very respectfully,

HOKE SMITH, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, D. C., October 12, 1895.

SIR: By a provision contained in the act of March 2, 1895 (28 Stat. L. 903), Congress directed the suspension of action by this Department under the provisions of the act of March 3, 1893 (27 Stat. L., 641), as to the actual removal from the Cherokee Nation of persons designated by the authorities as intruders, until the appraisal of the value of the improvements of such persons shall have been completed and approved by the Secretary of the Interior and submitted by him to Congress.

The Board of Appraisers appointed by the President under the act of March 3, 1893, to appraise the improvements of intruders in that nation completed their labors and submitted their final report to this office under date of March 16, 1895. Accompanying this report were 386 special reports in two series, relative to the individual cases investigated by the Board, the first series containing 316 reports on the improvements of the class of persons reported by the Cherokee authorities as intruders and known as "Cherokee claimants by blood." The other series contained 70 reports relating to the improvements of persons reported as intruders and known as "Cherokee Freedmen claimants," being colored persons who claim rights in the nation under the ninth article of the Cherokee treaty of 1866 (14 Stat. L., 799), which rights are denied by the Indian authorities.

The work of the Board was given careful administrative examination in this office, the result of which was embraced in a report to the Department dated May 27, 1895.

The Board of Appraisers made awards in 117 cases, aggregating $74,180.56. On examination by this office certain modifications of the Board's conclusions were recommended to the Department to be made. The gross result of the modifications recommended by this office will be shown by the following table:

The total awards by the Appraisers in 117 cases were		$74,180.56
Added by this office:		
In case No. 12	$3,400.00	
In case No. 135	397.00	
	3,797.00	
Deduct for error in award in case No. 14	5.00	
		3,792.00
Total awards		77,972.56
Total amount of awards recommended by this office in 89 cases		68,645.36
Difference		9,327.20

This difference is explained as follows, viz:

Amount disallowed by this office, being awards by the Appraisers to freedmen whose names are on the "Wallace roll," and who are consequently citizens of the nation under the ninth article of the treaty of July 19, 1866, and decree of the Court of Claims, No. 17209 (see list No. 1)	$5,727.94
Amount suspended by this office, being awards by the Appraisers to freedmen, pending an investigation of their rights under the ninth article of the treaty of July 19, 1866, as fixed by the aforesaid decree of the Court of Claims (see list No. 2)	3,599.26
Total difference	9,327.20

The report of the Board of Appraisers as modified by this office was approved by the Secretary of the Interior on August 3, 1895, and there remains now to be performed, in connection with this matter and under existing law, only the duty of reporting the appraisal as approved to Congress preliminary to the commencement of the removal of the intruders in accordance with the Cherokee agreement.

The papers accompanying the reports of the Appraisers embrace, together with these reports, about 4,000 typewritten pages, estimated to contain about 1,200,000 words. It would be impracticable, therefore, for this office to make the necessary copies thereof to submit to Congress without additional force. The appraisals were, however, exhaustively considered in the said report of May 27, 1895, from this office, and a schedule of the claimants whose improvements were examined was made, showing the amounts claimed, where they are

specified by the claimants, the awards by the Board of Appraisers, and the modifications recommended by this office. It is believed that all the important information contained in the papers accompanying the Appraisers' reports can be gathered in condensed form from said report, the schedule referred to, and two or three other papers on file relating to the matter.

As the clause contained in the act of March 2, 1895, referred to in the opening paragraph of this report, seems to contemplate that the intruders in the Cherokee Nation shall be removed after January 1, 1896, I have the honor to inclose herewith duplicate copies of the following papers, with the recommendation that one copy of each be furnished to the Senate and the other to the House of Representatives on the assembling of the next Congress, viz:

1. Report of Board of Appraisers, dated March 16, 1895.
2. Report from Commissioner of Indian Affairs to the Secretary of the Interior, dated May 1, 1895.
3. Report from the Acting Commissioner of Indian Affairs to the Secretary of the Interior, dated May 27, 1895.
4. Schedule of claimants whose improvements were examined by the Appraisers, showing amounts claimed, amounts awarded by Board, and amounts approved by the Secretary, which accompanied said office report of May 27, 1895.
5. List Cherokee Freedmen No. 1, which accompanied office report of May 27, 1895,
6. List Cherokee Freedmen No. 2, which accompanied said office report of May 27, 1895.
7. Letter from Secretary of the Interior to Commissioner of Indian Affairs approving appraisal with modifications, and dated August 3, 1895.
8. Report of August 10, 1895, from Commissioner of Indian Affairs to the Secretary of the Interior.
9. Letter of August 13, 1895, from the Secretary of the Interior to the Commissioner of Indian Affairs.

Very respectfully, your obedient servant,

D. M. BROWNING,
Commissioner.

The SECRETARY OF THE INTERIOR.

No. 1.

FINAL REPORT OF THE UNITED STATES BOARD OF APPRAISERS OF THE IMPROVEMENTS OF INTRUDERS IN CHEROKEE NATION.

FORT SMITH, ARK., *March 16, 1895.*

SIR: The Appraisers appointed to appraise the improvements of intruders in the Cherokee Nation occupying houses, lands, and improvements, which occupation began prior to August 11, 1886, now have the honor to report that they have concluded their labor, and herewith submit their final report, together with all documents thereto belonging.

The result of the work of the Appraisers is contained in the final report and 386 special reports annexed thereto, numbered consecutively from 1 to 316, inclusive, and from No. 1 to 70, inclusive, entitled "Cherokee-Freedman Claimants."

The special reports No. 1 to 315, inclusive, contain completed cases with evidence, reports, findings, and awards. Report No. 316 comprises the report on intruders whom the Appraisers were unable to find and intruders who failed to come before the Board and claim improvements in the Cherokee Nation.

Reports, entitled "Cherokee-Freedman Claimants," No. 1 to 70, inclusive, contain the evidence and findings in cases where the intruders testified that they were

claimants for Cherokee citizenship under the treaty of 1866. The Appraisers, by instructions approved by the Secretary July 7, 1893, were ordered not to inquire into question of disputed citizenship. The rolls of intruders certified to by the principal chief of the Cherokee Nation make no distinction of race or color. Intruders thereon are either designated as "white" or "colored," or "African." The testimony in the cases of intruders designated on the rolls as "colored" will disclose the fact that a large proportion of that class claim to be Cherokee "by blood" and not Cherokee citizens by virtue of the treaty of 1866. There was but one way for the Board to segregate colored intruders claiming to be Cherokee "by blood" from those who claim to be Cherokee citizens under the treaty of 1866, and that was to treat all intruders whose names appeared on the rolls alike. Accordingly all colored intruders were heard that desired to be heard and their improvements appraised.

But as it appears from a proviso contained in the treaty entered into between the United States and the Cherokee Nation for the cession of the Cherokee Outlet, approved March 3, 1893, that Cherokee Freedman claimants are exempted from the operation of the removal clause of said treaty. For the convenience of the Department the Board have segregated the reports of intruders claiming to be Cherokee-Freedman claimants from the reports of other intruders. Said reports appear under a different serial.

Each case heard, considered, and determined has a full, complete report and finding, and it was deemed unnecessary to make an elaborate final report. With each report is appended the evidence submitted by the intruders and the Cherokee Nation.

From the fact that the Board was not vested with authority to summon witnesses, it was impossible to procure the necessary evidence in the majority of cases on which to rely in fixing the value on the improvements. The Appraisers soon discovered that no equitable appraisement could be made from the evidence submitted, and that only by viewing and inspecting the improvements could a fair valuation be placed on them.

The proviso contained in the act creating this Board, giving the Appraisers the discretion to take into consideration the value of the use and occupation of the land in determining the value of the improvements, evidently was taken for granted by the claimants, that the rents and profits derived from the occupation of lands would be deducted from the value of improvements in every case, judging from the high valuation fixed by them on their improvements. The newspaper organs of the intruder class, soon after the work of the appraisal commenced, published unfounded reports that in every case the Board deducted from the value of the improvements the rents and profits, and they even cited cases wherein the intruders had been left indebted to the nation and had to give notes to the Board to make up the deficiency. Intruders were advised to place high valuation on their improvements in order to overcome the deduction made by the Board on account of the use of the land. Doubtless these rumors caused many intruders to follow the example of persons in the States, who, to recover damages from municipal corporations, file suits for several times the amount expected, and placed fictitions if not absurd valuation on the improvements claimed by them before the Board. But in every case where the valuation fixed by the Board is not sustained by the evidence full explanation is made in the report of the case.

On account of the uncertain tenure the Cherokee intruders as a class are occupying the largest amount of land with the least amount of improvements possible. In the prairie section of the nation, the intruders who enjoy the benefit of the exclusive use of 300 and 400 acres of land, with no more expensive improvements than two strings of barbed wire stretched around the land occupied, on posts two rods apart, a box house, 14 by 16 feet, and a horse shed made with forked poles driven in the ground with straw or hay roof, are not uncommon. In the timbered section of the nation the occupation of land is more expensive. The land must first be cleared off. But the houses here are, as a rule, less expensive than in the prairie section. More than 80 per cent of them are log huts. The outbuildings are made with poles. As a rule the intruders have made good wells. There is evidence of many fruit trees having been planted, but either through climatic agencies or through neglect, or both, very few orchards exist among the intruder class. In the prairie section fruit trees can not withstand the hot southwest winds. The soil of the Arkansas River Valley is not adapted to apple-tree culture, but the Flint Hill region, extending from the Grand River to Benton and Washington counties, Ark., is preeminently an apple country.

For administrative purposes the Cherokee Nation is divided into nine districts, corresponding to the county system of the States. But in considering the intruder question the nation might be divided into three sections—the cotton section of the Arkansas River Valley, the grain and grass section of the country west and north of the Grand River, and the Flint Hill ridges of the interior, extending from the Grand east to Benton and Washington counties, Ark.

The intruders, practically, are all located in the cotton section of the Arkansas and its tributary, Canadian, and the prairie section of the country west and north of the Grand River—the most fertile sections of the nation. The intruder rolls

contain 2,858 heads of families. Of this number 1,337 are located in the cotton section and 1,367 in the prairie section. The remaining 154, mostly colored, are scattered among the few small prairies of the Flint Hill section (Tahlequah, Going Snake, Flint, and Saline). The cotton section embraces Illinois and Sequoyah districts, lying on the left bank of the Arkansas River from the Creek line to the Arkansas State line, and Canadian district, formed out of the whole part of the nation lying south of the Arkansas. Illinois and Sequoyah are timbered districts but Canadian is mostly prairie.

The prairie section lying west of the Grand River includes Cooweescoowee and Delaware, and covers one-half of the whole area of the nation.

It appears that claimants coming from cotton States settled in the Arkansas Valley, and that those coming from the cattle State of Texas, and from corn States of the North and West, settled in the prairie section west of the Grand River. The cotton section is practically all occupied by intruders; the Indians have gradually retreated to the Flint Hill regions. The rich bottom lands of the Arkansas River are controlled by a few men who are also engaged in trading at Muldrow and other intruder towns. The appraisers found one intruder who had fourteen tenants planting cotton for him on shares. He controls seven different farms and many town houses. Some of these farms he acquired through settlements on account of store goods advanced, and others were made by other intruders on lease for the use of the land for stated number of seasons. About one-half of the cotton farms were made by renters for the use of the land, the claimant furnishing the "right" to take the Cherokee public domain and the lessee clearing and fencing the land. Few of the intruders cultivate their own fields, but have them planted and cultivated for cash rent or for one-third share of the corn and one-fourth of the cotton crops.

In the grass section west of the Grand River, the intruders usually cultivate themselves, or by renters, from 50 to 200 acres of land, and save the remainder of the land inclosed for hay and pasture. Native hay in winter is in great demand for shipping to the Kansas City stock yard and the mining towns of the southwest Missouri, and locally for feeding cattle shipped into the Territory. Native grass, for cutting hay, when fenced readily commands 25 cents per acre without labor to the owner of the fence. After the hay has been cut the owner of the fence can obtain from cattlemen 10 cents per head to graze steers thereon for the season. The demand for feed is so great that straw stacks are all disposed to cattlemen. Therefore it is not surprising to find nearly all the available land fenced up.

In the matter of grass land the Indians are placed at great disadvantage. The laws of the nation prohibit the inclosing of more than 50 acres to each place or farm for hay or pasturage purposes. All inclosed land in excess of 50 acres must be cultivated. This law is rigidly enforced by the Cherokee authorities on their own citizens, but having no jurisdiction over the intruders, the latter who claim to be Cherokees "by blood," but who pay no attention to laws of that nation, take advantage of the situation and inclose all the adjoining land which remains unoccupied, even the "quarter-mile limit" reserved according to law by the Indians. (For explanation of the "quarter-mile limit" see Exhibit I, appended herewith.)

It can be readily seen how cheaply the intruders can fence up and monopolize prairie land when barbed wire can be bought in any town of the Cherokee Nation for from $2.25 to $2.75 per 100 pounds. With a fence of two strings of wire, 200 pounds will stretch out 80 rods. Timbered creeks abound all over this prairie section from whence oak posts are derived without paying the nation anything for the timber.

The rolls of intruders, duly transmitted to this Board by districts, contain the names of 2,858 heads of families. The number belonging to each family is stated on the rolls. The number has not been recapitulated, but by averaging pages of the rolls at random it appears that the families reported will average in number a fraction over three and one-third, making in all 8,526 intruders reported. But since the rolls were revised, in August, 1893, the president of the Intruder Association estimates that more than 1,000 new "Cherokee claimants"—applicants for Cherokee citizenship—have settled in the nation.

It will be seen from the report No. 316 and from the rolls that a majority of the persons reported as intruders occupy no improvements of their own in the Cherokee Nation. The number of acres occupied by intruders, according to the intruder rolls, which were revised upon returns made by the district solicitors, is 75,700. A comparison of the evidence in cases heard with the rolls shows that the number reported by the solicitors is underestimated. Especially is this true in the prairie section west of the Grand River. It appears that the solicitors reported only the acreage actually in cultivation and omitted the land inclosed for hay and pasture. From this comparison the Appraisers estimate the total number of acres inclosed by intruders at 127,250, of which 82,300 acres are in state of cultivation. On the face of the map this does not appear very large as the Cherokee Nation contains 5,000,000 acres, but when we stop to consider the fact that less than one-third of the Cherokee Nation can be classed as fair agricultural land, and the fact that intruder class occupies

some of the best land of the nation, the acreage so occupied does not appear inconsequential. When the Appraisers say that one-third of the area of the nation is unfit for cultivation or even stock raising, another one-third fit only for grazing, they speak advisedly. With the exception of the small district of Flint, where the land is so broken with flint hills that but two intruders have settled there, the Appraisers have traveled over every section of the nation, and they believe that, with the exception noted, a Congressional township could not be formed in said nation where they had not traversed and retraversed and noted the topography and character of the soil. However, this is not pertinent to the question.

Of the intruders who occupy improvements of their own, reports Nos. 1 to 316 inclusive, will show that fewer than 20 per cent are entitled to pay for the value of their improvements from the Cherokee Nation by appraisement of this Board under the act of March 3, 1893. The total amount awarded by the Board to intruders for the value of their improvements is $74,180.64.

The comparatively small number who receive pay for their improvements is explained by the fact that more than 60 per cent of those occupying land settled in the Cherokee Nation since August 11, 1886. Then many of the farm improvements commenced before August 11, 1886, have changed hands subsequent to that day. As the evidence in the reports Nos. 1 to 315 will show, there has been considerable of trafficking in farm improvements by intruders. Many of the "Before-'86" intruders have unloaded their improvements on new comers by sale.

In many cases an intruder commenced or bought or made other improvements in other parts of the Cherokee Nation, for which new improvement he had not been awarded anything by the Board.

The Appraisers have been liberal to the claimants. The Cherokee Nation in very few cases contested the intruder's claim to the acquirement of his improvements before August 11, 1886, and where a reasonable doubt existed on this point the claimant was given the benefit, although in this matter the claimant appeared in the character of a plaintiff. In less than ten cases has the use and occupation of the land by the intruder been taken into consideration in making the findings. The cases where this was taken into consideration the testimony shows that said intruders monopolize large tracts of land which they sublet as a matter of speculation.

From the start the Board held that an intruder who commenced an improvement before August 11, 1886, was entitled to the value of all the improvements belonging to the place, farm, or lot at the time of appraisement, whether the bulk of the improvements were made since August 11, 1886.

The Board also held, that where an intruder having one or more farm or farms, place or places, commenced, purchased, or otherwise acquired prior to August 11, 1886, but commenced and made, bought, or otherwise acquired other farm or farms or place or places subsequent to August 11, 1886, he was not entitled to pay for such new places or farms if they were considered independent, distinct, and separate from places or farm improvements acquired prior to August 11, 1886. The position taken by the Board on these questions has been sustained by the Secretary, as will be shown by special instructions herewith appended, marked Exhibit H. The question is discussed at length in the cases of Joseph Shermer (report No. 138); John A. Boyett, (report No. 66); Thomas L. Clinkingbeard (report No. 160).

Because the work of appraisal commenced in the year 1893 and closes in the year 1895, the Appraisers believe that in justice to themselves an explanation of the causes that delayed this work is opportune.

The Appraisers were appointed June 9, 1893, but they were not ordered to the field before the 19th day of July, 1893. On that day the Board convened at Tahlequah, the capital of the Cherokee Nation. By act of Cherokee council of May 15, 1893, a census of unauthorized persons occupying lands in the Cherokee Nation and other intruders was ordered to be taken by districts under the immediate supervision of the district solicitors, said solicitors to report to the principal chief.

When the Appraisers called on the chief, July 20, 1893, they found that the returns of three districts only had been received by the chief executive of the nation, and that the same had to be revised by him before they could be transmitted to us through the Indian agent of Union Agency.

To expedite the work of the Board the rolls were transmitted by districts as fast as revised; the first roll (Canadian district) was received August 2, 1893. The Board immediately proceeded to appraise, going through, successively, Canadian, Going Snake, Tahlequah, Illinois, and Saline Districts. Fieldwork had then to be suspended for a few days for want of more rolls. The Appraisers then received the rolls for Sequoyah district, and practically completed their labor in that district October 6, 1893. There remained then but two districts, Cooweescoowee and Delaware, which comprises about one-half of the area of the Cherokee Nation. The census of those two districts was not yet completed when the Board got through with Sequoyah district, and another delay of several days was occasioned. Meantime the chairman,

Mr. Hutchins, became sick. During the hot season of August and September the Board operated mostly in the Arkansas River bottoms, where it is believed that Mr. Hutchins contracted a fever which prostrated him and rendered him unable to act for weeks. The other Appraisers, Messrs Pernot and Rogers, reported the facts to the Department and asked permission to continue the work in the absence of Mr. Hutchins. On the 21st day of October, 1893, they received from the Secretary an opinion of the Assistant Attorney-General for the Interior Department, to the effect that no appraisement could be made by two Appraisers except in cases where the parties interested signed an agreement to waive the absence of the third member of the Board. This practically stopped the field work for the reason that at that time the intruders would not consent to waive said absence, because they were interested in delaying the work of appraisal in order to gain time to plant another crop and to seek legislation from Congress in their own behalf.

Meantime, the condition of the chairman had become serious, and for want of proper medical attention in the Territory, by permit of the Secretary, he was removed to Eureka Springs, Ark., where the Board remained nominally in session, Messrs. Pernot and Rogers writing the reports on cases heard and determined. But, as the funds were being exhausted, a recess of fifteen days was taken, Mr. Rogers going home and Mr. Pernot remaining with the chairman, without pay. The Board resumed work December 1, 1893, but December 22, 1893, for want of funds, by order of the Secretary, the work of the Board was suspended, pending an appropriation to complete it.

By a provision contained in the general Indian appropriation act for the fiscal year ending June 30, 1895, an appropriation of $4,996 was made to continue and complete the work of appraisal by this Board but the Appraisers were not ordered back to the field till the 22d day of October, 1894. Without delay the Appraisers resumed work on said day and proceeded to complete the field work remaining—practically all in the Cooweescoowee and Delaware districts.

Field work ended at Muldrow, Ind. T., February 1, 1895, after holding a series of hearings at all important points of the section of the Cherokee Nation occupied by intruders, as will be seen by a copy of the notice attached to this page. The object of these late hearings was to give an opportunity to all intruders who had failed to come before the Board. This notice was published in the papers of the nation having the largest circulation among intruders, and was also posted up in large display type at every post-office of the nation and border towns, as will be shown by the affidavits of the newspaper publishers, and certified returns of the postmasters appended to report No. 316. In order to meet at the places designated, the Appraisers had to travel through blizzards—one day traveling 28 miles through a foot of untrodden snow over prairies.

The inability to obtain competent stenographers and typewriters in the nation or in the border towns to make out reports is another vexed obstacle the Appraisers encountered. This last statement will explain the imperfect mechanical work of the reports.

The Appraisers have discharged their duty to the best of their ability, and they believe that when their reports are reviewed and the fact is taken into consideration that they had to "locate" 2,858 intruders over the territory, equal in area to the State of New Jersey, without the aid of local maps or roads, it will not be said that they remained idle during the time actually employed.

The roll of intruders, in nine parts, each part comprising one district, revised by the proper authorities of the Cherokee Nation, and duly transmitted to the Appraisers through the Indian agent of the Union Agency, will accompany this report.

The original and supplementary instructions and orders are herewith appended.

We have the honor to be, very respectfully,

JOSHUA HUTCHINS,
PETER H. PERNOT,
CLEM. V. ROGERS,
Appraisers.

The SECRETARY OF THE INTERIOR.

No. 2.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, May 1, 1895.

SIR: I have received by Department reference for report a letter of April 1, 1895, from C. J. Harris, the principal chief of the Cherokee Nation, asking for a construction by the Department of certain provisions of law relating to intruders in said Nation, and for advice as to how and by whom certain parts of the law shall be carried out.

The act of March 2, 1895 (Public, No. 121), contains a provision which Mr. Harris desires construed, as follows, viz:

"The Secretary of the Interior is hereby authorized and directed to suspend action under the provisions of the act of Congress approved March third, eighteen hundred and ninety-three (twenty-seventh Statutes, six hundred and forty-one), ratifying the agreement with the Cherokee Nation of December nineteenth, eighteen hundred and ninety-one, as to the actual removal from the Cherokee country of persons designated by the authorities as intruders, until the appraisal of the value of the improvements of such persons shall have been completed and approved by the Secretary of the Interior and submitted by him to Congress, and the removal of such intruders shall not be made earlier than January first, eighteen hundred and ninety-six: *Pvovided,* That whenever any intruder shall have been paid or tendered the appraised value of his improvements, if he does not immediately surrender possession of the same to the authorities of the Cherokee Nation he shall pay rent therefor at the rate usual in the country, but this provision shall not be construed to extend the time for the removal of intruders according to the foregoing agreement beyond the first day of January, eighteen hundred and ninety-six."

He submits certain questions as to the scope and effect of this provision, and expresses his views with regard thereto. Categorically stated, the questions submitted by Mr. Harris are:

(1) Who should make payment to intruders of the appraised value of their improvements, or tender such payment—the authorities of the Cherokee Nation, the Indian Office, or the Interior Department?

(2) Should the intruder to whom payment or tender is made refuse to surrender the possession of his improvements to the Cherokee authorities, what authority shall determine what is the usual rent of the country? How shall such rent be paid—in kind, or in what; and to whom shall it be paid?

(3) Does this provision suspend the removal of all intruders, or only those whose improvements may be appraised under the act of March 3, 1893, and who will be entitled to receive from the nation the appraised value of said improvements?

The first two questions do not involve a construction of the law, but present only questions of administrative policy. As to the first, Mr. Harris says that he deems "it wholly necessary, to give authority and effect to the notification, that it be done, or authorized to be done, by your Department." In other words, he deems it necessary that this Department should pay the intruders the appraised value of their improvements in the nation, or make tender of such payment, in order to give authority and effect to such payment or tender and make the intruder liable to pay rent from the date of payment or tender.

As to the second question, Mr. Harris says: "That the rent shall be paid is plain enough, but there is no specified authority to determine in what and how the rent shall be collected, by whom it shall be received, or what party shall have the right to settle these and other questions that may grow out of this rather peculiar arrangement. I can recognize but one practical way by which this rent, with any degree of certainty, may be collected, and that is by reserving a sufficient sum of the appraised value of their improvements to pay it. These are questions that need, in order to keep down complications and to prevent, as far as may be, troubles between our authorities and intruders, to be clearly defined."

The third question involves a construction of law to determine the intention of Congress with respect to the class or persons referred to by the language used. Chief Harris seems to be of the opinion that the persons who it was intended by Congress should be permitted to remain in the nation until the 1st of January, 1896, are those who are entitled to pay for their improvements under the act of March 3, 1893 (27 Stats., 641), and that it was not intended to prevent the immediate removal of those who have entered the nation since August 11, 1886, and made improvements therein without right or authority.

In reply I have to say with reference to the first question submitted by Mr. Harris, that it seems to me the Government has no responsibility whatever in connection with paying to the intruders the appraised value of their improvements, and that the payment or tender contemplated by the provision of law contained in the act of March 2, 1895, and relating to the matter, must be made by the properly constituted authorities of the Cherokee Nation on behalf of that nation.

The amendment to the Cherokee agreement under which the improvements of intruders in the nation have been appraised provides that "before any intruder or unauthorized person occupying houses, land, or improvements, which occupancy commenced before the eleventh day of August, anno Domini eighteen hundred and eighty-six, shall be removed therefrom upon the demand of the principal chief or otherwise, the value of his improvements, as the same shall be appraised by a board of three appraisers, to be appointed by the President of the United States, one of the same upon the recommendation of the principal chief of the Cherokee Nation, for that purpose, shall be paid to him *by the Cherokee Nation*, and upon such payment such improvements shall become the property of the Cherokee Nation," etc.

The duty imposed upon the Government by the Cherokee agreement was the removal of all intruders or unauthorized persons from the Cherokee Nation on complaint of the principal chief thereof. The amendment declared that those persons who would be liable to removal, but who were occupying improvements which they began to occupy before August 11, 1886, should not be removed until they shall have been paid the appraised value of those improvements, and imposes upon the Government the further duty only of appraising the improvements. When this duty has been performed there remains nothing further for the Government to do under the law respecting the particular class of intruders described but to remove them when the Cherokee Nation shall have performed its part of the agreement by paying to them the value of their improvements as awarded by the appraisers with the approval of the Secretary of the Interior. It is therefore my opinion that the tender of payment should be made by such of the Cherokee authorities as may be by the laws of the nation charged with such duty.

The second question submitted by Mr. Harris may be, for convenience and clearness, divided into three parts: (*a*) To whom should the rent be paid? (*b*) How should it be paid? and (*c*) Who shall determine what is the usual rent of the country?

(*a*) The amendment to the agreement provides that when these improvements are paid for by the Cherokee Nation they shall become the property of said nation, and the provision contained in the act of March 2, 1895, provides that unless the intruders shall on tender of payment surrender the possession of their improvements to the Cherokee authorities, they shall pay rent. It is therefore quite clear that this rent must be paid to the Cherokee Nation, the owner of the improvements, and should be collected by the proper authorities of the nation. The law does not provide for the collection of the rent by distress and I do not see how the nation can compel its payment if the intruders should refuse to pay. The courts of the United States do not have jurisdiction of suits by or against the several Indian tribes or nations in the Territory, and the courts of the Cherokee Nation do not have jurisdiction over intruders therein. There is therefore no forum in which the nation can enforce payment. The plan suggested by Chief Harris to withhold a sufficient sum out of the amount awarded to cover the rent till January 1, 1896, would not be proper or legal, as the rent would not be legally due before January, 1896, and such a course would impair the tender and destroy its effect. Unless the full amount awarded is paid or tendered to the intruder, he would not be liable to rent. The office does not see its way to suggesting any plan for the collection of the rent by the nation and it would seem that that matter must be disposed of by some arrangement between the intruders and the proper Cherokee authorities.

(*b*) As to how this rent is to be paid, whether in money or kind, I have to say that that question must be arranged to suit the convenience of the nation and the intruders. It appears from a preliminary examination of the reports of the Board of Appraisers that in some of the localities farms are rented for a certain cash price per acre, while in others the rent is paid in a given proportion of the crops raised. It might be convenient in some instances to collect the rent in cash while in others such a plan might prove to be impracticable. Therefore it would be impossible almost to fix a general rule to cover all the cases.

(*c*) The question of what is the "rate usual in the country" must be determined by the customs of the locality where the improvements may be, and would be the rate paid by renters in that neighborhood for the use of lands similar in character and productiveness to that embraced in the improvements on which rent is to be fixed. There is no provision made in the law for the determination of the question in cases of dispute, but it seems to me that it would not be difficult to fix the rate of rent by an arrangement with the intruder. The rental value of land of a given character and quality is usually so well established in the community where such land is located that little ground could be found for a disagreement on that question.

The third question submitted by Mr. Harris has relation to the class of intruders in the Cherokee Nation whose removal Congress intended should be postponed until January 1, 1896. He contends that it was not the intention of Congress to suspend the removal of any intruders not recognized by the act of March 3, 1893, as having some equitable rights in the nation, and that the term "such intruders," as used in the law has special application to those who are to be paid for their improvements, and not to the large number of unauthorized persons in the nation who are not recognized as having any rights therein, either equitable or otherwise.

This construction of the law may be plausible, but when we examine the language used and the correspondence between this Department and committees of Congress relative to the necessity for further appropriations to defray the expense of removing the intruders in the Cherokee Nation, which appropriations have not been provided, I am constrained to the belief that it was intended by Congress to suspend the removal of intruders of all classes from that nation.

It will be remembered that in office reports of November 27, 1893, and March 17, 1894, relative to this matter it was urged that an appropriation of $5,000 was neces-

sary to pay the expense of the removal of intruders after the completion of appraisal of improvements. In a letter of April 23, 1894, to Mr. Holman, the chairman of the Committee on Indian Affairs, written in reply to a hasty note from him, the office advised him that the appropriation proposed to be made to continue the appraisal of improvements would be a waste of money unless an appropriation were also made to remove the intruders. Congress has ignored the recommendation of this Department for an appropriation to remove intruders, but has instead directed a suspension of the work of removal. I can but conclude, in view of all the circumstances, that it was the intention of Congress, by the provision under discussion, to suspend the removal of intruders from the Cherokee Nation generally until January 1, 1896.

In connection with this view it is suggested that even if it were plain that Congress only intended that this legislation should apply to intruders whose improvements have been appraised, it would be impracticable for the Department to proceed at once to remove those not entitled to that privilege, for the reason that there is no sufficient fund that could be applied to that purpose.

Mr. Harris's letter is herewith returned.

Very respectfully, your obedient servant,

THOS. P. SMITH, *Acting Commissioner.*

The SECRETARY OF THE INTERIOR.

No. 3.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, May 27, 1895.

SIR: Messrs. Joshua Hutchins, Peter H. Pernot, and Clem V. Rogers, the Appraisers appointed by the President under a provision of the act of March 3, 1893 (27 Stat. L., 641), to appraise the improvements of intruders within the Cherokee Nation who are occupying houses, lands, or improvements, which occupancy commenced before August 11, 1886, have completed their labors and submitted their final report, with the awards made in case of each intruder found to be entitled to pay for their improvements under the law.

On pages 6 and 7 of the original instructions to the Board of Appraisers, which were approved by you July 7, 1893, the following occurs:

"Special mention should be made in your final report of each case wherein you make appraisements, and if there is anything in your conclusions and findings in any case not sufficiently explained in the papers relating thereto, great care should be taken to make it plain either in your final report or in a special report submitted with the papers."

In accordance with these instructions the appraisers have forwarded with their final report 386 special reports, in two series. The first series contains 316 reports—Nos. 1 to 316—and relates to the class of persons reported as intruders and known as "Cherokee claimants by blood." The other series contains 70 reports—Nos. 1 to 70—and relates to the class of persons reported as intruders and known as "Cherokee freedmen claimants."

A list of 5,273 persons said to be intruders in the Cherokee Nation was furnished this Department in 1892 by the principal chief of the Cherokee Nation, with a demand for their removal. Referring to this list the Appraisers were instructed on page 4 of the original instructions as follows, viz:

"The above list, as submitted by the principal chief, will be forwarded to the United States Indian agent for the Five Civilized Tribes at Muskogee, Indian Territory, with instructions to call upon the proper Cherokee authorities for its careful and complete revision and verification to date, and to turn it over to you when so revised and verified.

"Upon receipt of said revised list from the agent it will be your duty to appraise the improvements of all whose names appear thereon who are 'occupying houses, lands, or improvements, which occupancy commenced before the eleventh day of August, anno Domini eighteen hundred and eighty-six.' To this end you will give public notice of your presence in the nation and the object of your appointment through such means as, upon consultation with the United States Indian agent and the Cherokee authorities, shall be determined upon as most likely to reach all parties interested."

It appears from the Appraiser's report that the rolls of intruders which were from time to time furnished by the principal chief of the Cherokee Nation contain the names of 2,858 heads of families, representing an estimated aggregate of 8,526 persons. Of the 2,858 heads of families, 385 appeared before the Board and their claims for compensation were investigated. Of these the Appraisers found that 117 were

entitled to receive the value of their improvements, and as to another case (No. 135, Cintha Goins et al), they were in doubt, but appraised the value of the improvements and submitted for determination by the Department the question of the rights of the claimants.

In many of the cases where improvements have been appraised and awards made by the Appraisers the claiinants have been shown to be in possession of improvements which have been acquired or made subsequently to August 11, 1886, but no award was made of the value of such improvements, the Appraisers having considered and valued only the improvements acquired or made prior to that date. This is in accordance with the instructions contained in your letter of February 13, 1895, to this office, wherein you held that an intruder in the Cherokee country prior to August 11, 1886, "and the occupant of lands and improvements at that date, is no more entitled to consideration in respect to improvements, etc., apart and distinct from his original holdings, subsequently acquired, than if he had gone into that country after the date named and bought them." Therefore the action of the Board of Appraisers in this regard must be sustained.

In the course of this report it is my purpose only to invite the attention of the Department specifically to the cases wherein the Board has made awards, and possibly four or five others presenting peculiar conditions that should be noticed in order to arrive at a proper understanding of the findings of the Appraisers in those cases.

Inasmuch as the Cherokee agreement which requires the removal of intruders from the Cherokee country on the demand of the principal chief thereof provides also for the protection of the persons residing lawfully in that country under the provisions of the ninth article of the treaty of 1866 (14 Stats., 799), that part of the Appraisers' report which relates to persons on the intruder rolls, who claim rights in the nation under that provision of law, will be considered in the concluding parts of this report, but separately from that which relates to the other class of intruders.

In discussing the awards of the Appraisers the numbers used in this report will refer to the number of the special report of the Board and the cases will be taken up in their order. For instance, the first case in which an award was made was that of John O. Cobb, special report No. 12, and the second was John C. Ward, special report No. 14, and so on.

It might be contended by the Cherokee Nation and the intruders that the awards of the Appraisers are not subject to revision by this Department under the law, which requires that certain described intruders shall be paid the value of their improvements as the same shall be appraised by three appraisers, etc. While I do not so interpret the intention of Congress in passing the original law under which the Board has been operating, yet I deem it expedient to avoid any doubt that might be raised as to the jurisdiction of this Department in the premises to invite attention to a paragraph contained in the act of March 2, 1895 (Public No. 121, p. 30), which provides for the approval of the appraisal of improvements as completed by the Board by the Secretary of the Interior before it is submitted to Congress. If, therefore, the Secretary has the power to approve he has the power to disapprove the findings of the Board in any given case, with such modifications as may be necessary to do justice to all parties, and in so doing, to correct any errors of law that may have been fallen into by the Board in its findings. I have thought it important to refer to this question on account of the fact that in one case at least the Board seems to have committed an error of law, which if concurred in would work great injustice on the claimant, and there may be some slight and more or less material modifications found desirable in a few other cases, and which it is my purpose to recommend to the attention of the Department.

No. 12. John O. Cobb.—This claimant is well known to this Office and the Department through correspondence relating to his admission to citizenship and subsequent rejection by the authorities of the Cherokee Nation. His appeal to the Government for redress of his grievances against the nation was pending in this Department for a great number of years, and was only dismissed by the Department on August 9, 1894, for the lack of jurisdiction over the question of citizenship which was involved.

Mr. Cobb sets up claim before the Board of Appraisers to four different places or improvements in the Cherokee Nation, known and designated as follows:

Farm No. 1, or "Cobb" place, acquired in 1882. Appraised by the Board at $3,000.

Farm No. 2, or "Hardey Shell" place, acquired in 1890. Not appraised by the Board. Valued by claimant at $700.

Farm No. 3, or "Lynch" or "Old Cobb" place, acquired in 1872. Not appraised. Valued by claimant at $5,000 in 1878.

Farm No. 4, or "Hays" farm, acquired in 1873 or 1874. Not appraised. Not valued by claimant, but cost $150 at time of purchase.

The Appraisers made a personal examination of the improvements embraced in Farm No. 1, or "Cobb" place, and found their value to be $3,000. The claimant places no valuation on them in the aggregate, but states simply the cost of most of the items of expense in making them.

Farm No. 2, "Hardy Shell" place, is not appraised by the Board because said farm was acquired subsequently to August 11, 1886. This is in accordance with the decision of the Department of February 13, 1895, and therefore proper.

Farms Nos. 3 and 4 were not appraised by the Board on account of the protest filed by the attorney for the Cherokee Nation, which is as follows, viz:

"Mr. HASTINGS. Before proceeding further the Cherokee Nation enters a protest to the appraisement of this place, known as the 'Lynch place' (the same protest was made to the 'Hays place') situated near Webbers Falls, for the following reasons:

"First. That no proof shows that John O. Cobb was in possession of said improvements on or since the 11th day of August, 1886, but, on the contrary, that he has not been in possession of said improvements since the year 1877.

"Second. If he were illegally dispossessed, that there had been a United States court established at Muscogee, before which if the proper proceedings had been instituted by the claimant, if he were legally entitled to possession of these improvements would have been restored to him.

"Third. Section 1, article 2, of the act of March 3, 1893, ratifying the sale of the Cherokee Outlet, only contemplates the improvements in the possession of the intruders in the Cherokee Nation, so that their improvements may be turned over to the Cherokee Nation. If the citizens of the Cherokee Nation are already in possession, the improvements could not be turned over for the benefit of the Cherokee Nation."

The Appraisers say in their special report on this case, page 4, that "we think the objection raised by the Cherokee Nation, especially in the second clause, is well known. The United States court for the Indian Territory, created by act of March 3, 1889, has jurisdiction over forcible entry and detainer, hence has jurisdiction over similar cases. We understand also, and we have been so informed by the Indian agent of the Union Agency at Muscogee, that the Interior Department has invariably restored to their improvements intruders ejected by the Cherokee authorities. The fact that the Interior Department has not repossessed the claimant with the improvements alleged to have been taken away from him by the Cherokee authorities, and the fact that claimant has failed to avail himself of the relief that he could have obtained through the United States court at Muscogee during the last four years, must be taken into consideration by us in deciding whether the improvements claimed actually belonged to said John O. Cobb or not."

Before proceeding to discuss the findings of the Board as above set forth, and the rights of claimant to have the two improvements, designated as "Farm No. 3," and "Farm No. 4," appraised as his improvements, I will state that it was a part of the duty of the Appraisers to determine the question of claimant's rights in the places claimed, and in this connection I again refer to the original instructions to the Appraisers wherein, on page 5, they were instructed that "it will be necessary for you to require evidence from the claimants sufficient to satisfy you that intruders claiming to have entered upon the occupancy of their improvements prior to August 11, 1886, did actually begin the occupancy thereof prior to that date as claimed, and *whether improvements claimed by such intruders are in fact theirs within the meaning of the law and not the property of others.*

The question of ownership of the improvements described was therefore properly before the Board to decide upon, and their decision is now properly before this Department for review. The Department then has full jurisdiction over the question of the rights of John O. Cobb in the improvements referred to.

The Department has already decided that it has no jurisdiction of Mr. Cobb's claim to citizenship in the Cherokee Nation, but in order to arrive at a proper understanding of his rights in the improvements claimed it will be necessary to review briefly Mr. Cobb's status as a citizen of said nation, and the action of the Cherokee authorities in declaring him to be a noncitizen, which resulted in the confiscation of his improvements acquired while he was fully recognized to be a Cherokee citizen.

It is shown by papers on file in this office that John O. Cobb, a white man, was married to Eudora A. Moffatt, a woman claiming to be of Cherokee blood, in Sequoyah district, Cherokee Nation, May 14, 1869, by Franklin Faulkner, judge of that district, who certified that the said Cobb had complied with "all the requirements of the Cherokee laws respecting intermarriage with white men."

By the fifth section of an act of the Cherokee council of December 3, 1869, "for taking a census of the Cherokee Nation in the year 1870, and conferring power upon the supreme court to try and determine cases of doubtful citizenship at an extra term," it was provided:

"That all persons whose right to citizenship in the Cherokee Nation shall be called into question and who shall be reported by the person authorized by this act to take a census of the Cherokee people on the list of doubtful persons shall be required to appear before the supreme court of the Cherokee Nation at Tahlequah on the first Monday in December, 1870, then and there to establish their rights to citizenship in the nation, and the said supreme court is hereby specially empowered to act as a

court of commissioners on behalf of the nation for the hearing and determination of all cases of doubtful citizenship which shall be reported to them by the census takers or by the solicitors of the several districts. And the decision of the said court shall be deemed final and conclusive in the premises as to the rights of said persons to citizenship in the nation. And the said court shall cause a correct list of the names and ages of all persons whose rights they may confirm and one of all those whose rights they may reject, to be placed on record in their office, and a copy of the same be furnished to the principal chief for the use of the Executive Department."

The names Eudora Cobb and John O. Cobb, were reported on the list of doubtful citizens from Canadian district, the former claiming citizenship by blood, and the latter by intermarriage with a Cherokee.

The supreme court of the Cherokee Nation, while sitting as a "court of commissioners," under the authority conferred by the section of the census act of 1869, above quoted, May 31, 1871, decided that Eudora Cobb was a Cherokee by blood and entitled to Cherokee rights and citizenship as such, and that John O. Cobb, her husband, was entitled to citizenship by having complied with the law regulating intermarriage with white men.

On October 13, 1871, and after the supreme court had admitted him to citizenship, Mr. Cobb bought an improvement consisting of a house, farm, and appurtenances, situated at Webbers Falls, Canadian district, Cherokee Nation, from one Richard Crossland, paying $1,700 therefor.

By an act of the Cherokee council of November 27, 1873, it was provided that—

"Whereas it is very generally believed that the cases of * * * and John Cobb, of Canadian district, * * * the favorable action of the supreme court and the national council in their claims for Cherokee rights upon the grounds of Cherokee blood has been obtained through the influence of misrepresentation and fraudulent testimony: Therefore,

"*Be it enacted by the national council*, That the principal chief be, and he is hereby, authorized to appoint some competent person to investigate said cases before the chief justice of the supreme court, and to collect well-authenticated testimony of such facts, if any, as will expose such frauds."

The chief justice was authorized and required to try the claims referred to, the parties to be summoned; and any person failing to obey was to be "proceeded against the same as if they were present."

Among the papers on file in this case is one which seems to be a certified copy of an interlocutory opinion of the chief justice, in which he construed the act above referred to as remanding the cases named therein to him for reinvestigation, and decided "that the individuals herein named shall present their testimony as in a new case, after which the entire case will be submitted to the national council."

Under this ruling John O. Cobb and his family were made plaintiffs and required to submit anew evidence to establish their rights in the Cherokee Nation, and under date of November 3, 1874, Riley Keys, chief justice of the Cherokee Nation, reported his opinion on the case to the Cherokee council, in which he says that "John O. Cobb and family have failed to establish a clear and undoubted title to their claims for Cherokee citizenship by right of Cherokee blood."

In this opinion no reference is made to the charge of fraud, nor is it claimed that fraud had been established.

Until December 7, 1877, when an act declaring John O. Cobb, of the Canadian district, and a number of others to be intruders, and directing the principal chief to request their immediate removal beyond the limits of the nation, was approved, notwithstanding the opinion of Chief Justice Keys, which had not been acted upon by the council, the said John O. Cobb and his family continued to enjoy the benefits of Cherokee citizenship.

That they were recognized as citizens by the Cherokee authorities is shown by a certificate of D. W. Lipe, treasurer of the Cherokee Nation, by J. S. Stapler, dated March 29, 1880, from which it appears that in 1875 they received an equal share of the "per capita money" paid to citizens of the Cherokee Nation under the act of the national council of November 19, 1874, and by a certificate of October 9, 1877, by D. W. Bushyhead, treasurer, Cherokee Nation, that John O. Cobb was at that date a citizen of the Cherokee Nation by marriage, and had complied with all the laws of said nation, and that a permit to trade in the nation was not required by its authorities.

It appears from a letter of February 22, 1889, from Mr. Cobb, that one Joseph Lynch was then in possession of the property at Webbers Falls, purchased by the said Cobb from Crossland, except some town lots sold by him, he having been put in possession by the Cherokee authorities.

There are no papers in this office showing the ejectment of Cobb and the placing of Lynch in possession; but in the statement of the matter by the said Cobb and

his wife, which was inclosed by John Q. Tufts, then Indian agent at Muscogee, with his letter of April 14, 1880, on the subject, the following appears:

"This act of 1877 having so unjustly declared us intruders, our improvements near Webbers Falls, in Canadian district, and which had cost us over $3,000, were, in 1878, sold by the sheriff of the district as improvements of an intruder for the paltry sum of $600, and that in national tickets, which were then at a discount of from 70 to 80 per cent."

Besides the improvements at Webbers Falls, Mr. Cobb appears to have been deprived of other property owned by him at Claremore, Cherokee Nation.

It will be observed from the papers in this case (all of which are inclosed with the case, including those belonging to the files of this office) that the Cherokee Nation has presented no evidence impeaching the statement of facts set up by the claimant either as above set forth from papers on file in this office or as presented by Mr. Cobb before the Board of Appraisers relative to the manner of his admission to citizenship; his status in the nation at the time the property in question was acquired by him; the subsequent action of the nation by which he was declared to be a non-citizen, and the confiscation of his property, but it has uniformly heretofore, as in the instance of the appraisal of the claimant's improvements, relied upon legal technicalities to defeat the redress of claimant's alleged wrongs.

The claimant's allegations of fact must therefore be regarded in accordance with the well-established rules of pleadings, to be proven. These facts are:

(1) That the claimant, John O. Cobb, was lawfully admitted to citizenship in the Cherokee Nation, May 31, 1871.

(2) That subsequently to his admission, on October 13, 1871, the claimant purchased the place near Webbers Falls known as the "Lynch" or "Old Cobb" place, for which he paid $1,750.

(3) That in 1873 or 1874 he purchased another improvement near Webbers Falls, known as the "Hays" farm, paying therefor $150.

(4) That between October 13, 1871, and in 1878, when said improvements were confiscated and sold, the claimant had expended in improving the "Lynch" or "Old Cobb" place an aggregate sum of $1,500.

(5) That November 27, 1873, the Cherokee national council declared in the preamble to an act that "it is generally believed that the case of * * * and John O. Cobb, of Canadian district, * * * the favorable action of the supreme court and national council in their claims for Cherokee rights upon the grounds of Cherokee blood has been obtained through the influence of misrepresentation and fraudulent testimony," and by said act authorized the principal chief "to appoint some competent person to investigate said cases before the chief justice of the supreme court, and to collect well authenticated testimony of such facts, if any, as will expose such frauds."

(6) That the question of fraud in this case was never proved nor even investigated, the court proceedings under the law above referred to having required the claimant to appear and prosecute his claim for citizenship as in the first instance.

(7) That in rendering his opinion in the case the chief justice decided simply that "John O. Cobb and family have failed to establish a clear and undoubted title to their claims for Cherokee citizenship by right of Cherokee blood," and he so reported to the national council November 3, 1874.

(8) That in 1875 said Cobb and his family were recognized as citizens of the Cherokee Nation and received an equal per capita share of moneys paid to citizens under the act of November 19, 1874.

(9) That on October 9, 1877, the said Cobb was recognized as a citizen of the nation, as shown by a certificate of D. W. Bushyhead, treasurer thereof, bearing that date.

(10) That on December 7, 1877, the national council declared said Cobb to be an intruder in the Cherokee Nation.

(11) That in 1878 an officer of the Cherokee Nation, claiming authority under the laws thereof, seized the improvements of said Cobb and sold them at public auction after ten days' advertisement, placing a guard over the same to prevent said Cobb from taking forcible possession of them.

(12) That said Cobb appealed to this Department for relief from this action of the national authorities and has continued ever since to urge his right to possession of the improvements so taken from him.

The right of the Cherokee Nation to establish and maintain its own local government is guaranteed by article 5 of the treaty of 1835 (7 Stat. L., 481), which provides that the United States "shall secure to the Cherokee Nation the right by their national councils to make and carry into effect all such laws as they may deem necessary for the government and protection of the persons and property within their own country belonging to their people, or such persons as have connected themselves with them; provided always, that they shall not be inconsistent with the Constitution of the United States and such acts of Congress as have been or may be passed regulating trade and intercourse with the Indians; and also that they shall

not be considered as extending to such citizens and Army of the United States as may travel or reside in the Indian country by permission, according to the laws and regulations established by the Government of the same."

Article 5 of the amendments to the United States Constitution provides that "No person shall be * * * deprived of life, liberty, or property without due process of law; nor shall private property be taken for public use without just compensation."

If, then, we assume that the claimant's contention, that the act of the Cherokee national council which declared him to be a noncitizen was absolutely null and void, is correct, the confiscation of his improvements and their sale for public use was in violation of the Constitution of the United States and unlawful.

If, on the other hand, we accept the claim of the Cherokee Nation, and admit that Cobb was not a citizen of the Cherokee Nation, the confiscation and sale of his property by the Cherokee authorities would be none the less unlawful, for, by the article of the treaty above quoted, which is their only authority for self government, the nation is given power only over "the persons and property within their country belonging to their people or such persons as have connected themselves with them." In other words, the authorities of the Cherokee Nation have jurisdiction and power over the persons and property of citizens of the nation, and none other. If, therefore, Cobb was a noncitizen or intruder, the Cherokee authorities exceeded their jurisdiction when they seized and sold his property in the nation, and the same was unlawful. This position is clearly maintained by the Department in a letter to this office of August 21, 1888, in the case of John Kesterson, a Cherokee citizenship claimant, whose claim had been rejected and he dispossessed of his improvements by the Cherokee authorities. In that letter the Department held that—

"When the Cherokee Nation, by its constituted authorities under its laws, reached and promulgated its decision that the claimant, Kesterson, is not entitled to Cherokee citizenship, it thereby determined his status to be that of a noncitizen of the nation or as an intruder therein, and as such noncitizen or intruder the Cherokee Nation has no jurisdiction over his person or property, and consequently the action and proceedings of its authorities in selling said property and dispossessing him of it are not warranted by any stipulation of their treaties securing to them the right of self-government. * * * He (Kesterson) is entitled to the protection of the Government of the United States in a proper way as a citizen, as he is not admitted to the Cherokees nor under their jurisdiction. * * * The proceeding of the Cherokee officers, besides being without jurisdiction, appears to have been unreasonably summary and severe.

"The right and duty of removing any citizen of the United States intruding on the Cherokees belong to this Government, and, as has often been determined, the United States authorities must decide whether the exigency be such as to require that action. The Cherokee officials have no authority or jurisdiction to remove the intruder or confiscate his property. They should apply to the agent for his removal.

"In this case Kesterson, being no longer under Cherokee license, must be removed as an intruder; but his property must be restored to him, and reasonable opportunity given him to dispose of or remove it."

The law under which the decision in the Kesterson case was rendered has not been changed and is applicable with equal force to govern in the case of Cobb. Mr. Cobb's status with regard to the property in question is exactly the same as Kesterson's with regard to the property confiscated from him by the Cherokee authorities. Indeed, in Cobb's case the equities are very much greater than in the other. Cobb was a recognized citizen of the nation at the time he purchased or made the improvements, while Kesterson was never recognized as having any rights in the nation.

The confiscation of Cobb's property by the Cherokee officers and its subsequent detention under color of authority of the nation being unlawful from whatever position it might be considered, it would be subversive of the most vital principles of justice to permit the nation to take advantage of its own wrongs to perpetuate the injustice done to this claimant. The fact that the claimant was not in actual physical possession of the improvements at the date mentioned I do not deem a material fact to defeat the right of claimant to have them appraised as his property, the facts showing very plainly, in the light of the law, that Cobb has the right of property in and the right of possession of the improvements in question. That he is not in possession is due entirely to the unlawful acts of the nation. It is not his fault that he has been for a long time deprived by force of what he had a right to enjoy. Therefore the first ground upon which the nation's protest is based can not be admitted as sound in law or competent.

The second ground upon which the protest is made charges claimant with laches in pursuing his remedy for the forcible entry and detention of his property, and it appears that the Appraisers were influenced more by this objection than any other in their finding against claimant's right. The facts do not bear out the nation nor the Appraisers on this point. The claimant has prosecuted his remedy with activity and persistence in the only forum open to him, namely, this Department. The courts

of the United States for the Indian Territory would not have jurisdiction of any suit that could be brought by Mr. Cobb for redress there. The laws of the United States creating said courts and extending their jurisdiction give them jurisdiction as to parties only over suits between citizens of the United States residing in the Territory; between citizens of the United States residing in said Territory and citizens of the United States in any State or Territory; between citizens of the United States and citizens of any Indian tribe or nation within said Territory; and between citizens of one Indian tribe or nation within said Territory and citizens of another Indian tribe or nation therein.

It will be remembered that Cobb contends that he is a citizen of the Cherokee Nation and the pleadings in any suit in the United States courts brought by him would have to set up his citizenship in said nation. Any suit for recovery of his property would have to be brought against a citizen of the Cherokee Nation now in possession, and the jurisdiction of the court would be defeated on the face of the pleadings, which would show that the suit was between two citizens of the nation. If Mr. Cobb should consent to abandon his claim of citizenship in the nation, which I think unlikely in view of his persistent prosecution of the same before this Department for the past sixteen years, the court would not be able to give him relief because as a noncitizen he would have no right in law to the possession of his improvements and he could not maintain a suit against the nation for damages sustained through the unlawful acts of its officers, because the courts do not have jurisdiction of suits by or against that nation.

The decision of the United States court in the injunction suit brought by James G. and Algia Little against Manny G. Butler, town commissioner of the Cherokee Nation, demonstrates the fact that this claimant could not maintain a suit in the United States courts to recover this property. In this case the plaintiff, James G. Little, claims rights in the nation through his wife, Algia Little, and Algia Little claims to be a Cherokee freedman and entitled to rights as such under the ninth article of the treaty of 1866, which claim, however, is denied by the nation. The suit was dismissed by the court on the ground that as the Cherokee laws do not admit persons to citizenship who intermarry with freedmen citizens of the nation, said James G. Little is a noncitizen and has no rights, and that as said Algia Little was a citizen of the nation, as shown by her verified pleading, and said Manny G. Butler is also a citizen of the nation, there was no jurisdiction in the United States courts to try the controversy, and the remedy of said plaintiff would have to be sought in the proper Cherokee courts.

This claimant, therefore, has no remedy in the courts of the United States for the Indian Territory, and the fact that he has not sought redress through that means can not be permitted to be raised against him in this proceeding.

The fact that this Department has not put the claimant in possession of the improvements does not affect his rights. It will be seen by the testimony before the Board of Appraisers that at the time the matter was pending before the Department and claimant expressed the belief that the Department would afford him relief. The question of his improvements was overshadowed by the question of his citizenship. At the time when this claimant first appealed to the Government this Department contended that it had a certain jurisdiction over applications for citizenship in the Cherokee Nation, and the peculiar features in the Cobb case, by which he claimed that he had already been admitted to citizenship, kept that question prominently before the Department, while the other question of his right to be placed in possession of his improvement was considered as of minor importance.

The Department having decided that it has no jurisdiction of Cobb's citizenship in the nation, and the Cherokee authorities having decided that he is not a citizen, said Cobb stands in the same relation to these improvements that was occupied by Kesterson to the improvements from which he was ejected by the Cherokee authorities, and, following the decision in the Kesterson case, Cobb should be placed in possession of his property.

The same result can be accomplished if the improvements are appraised as they should be, and the claimant paid their value. This seems to be the proper course to pursue, in view of provision of law requiring improvements made prior to August 11, 1886, to be appraised and paid for.

The third ground of objection raised by the nation is not sufficient, the nation having undertaken to convey title in these improvements which it did not hold. The difference between these and the others for which the nation is required to pay is simply that the nation has already disposed of these to citizens, whereas the others remain to be sold. It has received the benefits of their sale, and the fact that the citizens are now in possession is not material.

The claimant values the "Lynch," or "Old Cobb" place, at $5,000 at the time he was deprived of its possession, but he claims to have expended only $3,250 in its purchase and improvement. He could not be allowed anything more than the actual value of the improvements at the time of their loss, and as the nation does not deny the fact that it cost him the sum mentioned, I think he should be allowed

$3,250 as their value. No consideration is given to the fact that the claimant has been deprived, for sixteen years, of the mesne profits arising from the place, because the act authorizing appraisal recognizes the right of the nation to claim a deduction from the value of the improvements, the value of the use and occupation of the land.

There is no sufficient data given in claimant's testimony from which the value of the improvements on the "Hays" place could be fixed with any definiteness, and the office can see its way only to allowing the claimant the amount paid for them in 1873, or 1874, when he purchased them, namely, $150.

I have therefore to recommend that the claimant be allowed as follows:

For farm No. 1, Cobb place	$3,000.00
For farm No. 3, Lynch or Old Cobb place	3,250.00
For farm No. 4, Hays farm	150.00
Total	6,400.00

The effect of this would be the approval of the findings of the Appraisers as to farm No. 1 and farm No. 2, and the reversal of their findings as to farm No. 3 and farm No. 4.

In connection with this case I have the honor to invite attention to the recommendations of this office in a report of October 20, 1891, which is inclosed with the papers.

No. 14. John C. Ward.—As near as can be ascertained from his testimony, this claimant, who entered his improvements in 1877, estimates them to be worth $1,650. After personally viewing the improvements the appraisers value them at $1,105.59. This total valuation by the Appraisers seems to be in error to the extent of $5. The specific valuations are fences, $230.59; orchard fence, $35; buildings, $685; orchard, $150. The total of these items is $1,100.59, but it is given by the Board as $1,105.59. No other items are mentioned, and it is assumed that the discrepancy is due to an error of addition. It is therefore recommended that the award in this case be approved for $1,100.59.

No. 16. Luamma Humphries.—This claimant is a widow, and she entered upon the improvements claimed in 1877. She values the improvements at about $590. After viewing them the Appraisers value them at $395.20, which valuation it is recommended be approved.

No. 17. Elizabeth Ward.—The evidence in this case shows the improvements occupied by claimant were entered upon by claimant's husband in 1872; that claimant came into possession of them in 1882 at the death of her husband and has occupied them ever since. They were personally viewed by the Appraisers, who award to claimant as their value the sum of $1,066.02. The approval of this award is recommended.

No. 30. Belle Lipe.—This claimant is the widow of O. W. Lipe, a white man who acquired rights in the nation by intermarriage many years ago. She is a white woman and does not claim to have any rights of citizenship in the nation. She is the second wife of Mr. Lipe. Mr. Lipe left besides this widow certain children, the issue of his first marriage with a Cherokee citizen. They do not, however, claim any interest in the improvements left by their father and occupied by the widow. Therefore the Board has awarded the value of the improvements to Mrs. Lipe.

The improvements in question are located within the town of Fort Gibson, and are valued by the Appraisers at $1,500, which valuation I recommend be approved.

No. 33. Harden Blansett.—This claimant occupies two improvements in the nation, one of which he entered upon and improved, according to his testimony, in the spring of 1886, and the other was acquired by him in 1892. The Board of Appraisers find that he did enter upon and improve the place first mentioned prior to August 11, 1886, and that he is entitled under the law to have his improvements embraced therein appraised, but that he is not entitled to have the improvements acquired since August 11, 1886, appraised, under the ruling of the Department promulgated in its letter of February 13, 1895.

The improvements acquired by this claimant prior to August 11, 1886, are appraised by the Board at $380, and an award of that sum is made to the said Harden Blansett, and no award is made by the Appraisers for the improvements acquired since said date.

The findings of the Board in this case appear to be correct, and it is recommended that they be approved.

No. 38. Polly Goins.—This claimant came into possession of the improvements claimed by her at the death of her husband, who acquired them in 1880, and who died the same year. She has been in continuous occupancy of the improvements, which consist of a small farm of 30 acres under fence, of which 20 acres are in cultivation, two small log houses and a few outbuildings made of poles, and a small

orchard. The Board of Appraisers fixed the value of these improvements at $267.50, and that sum they award to the claimant, which award I recommend be approved.

No. 51. Jesse L. Tyner.—This claimant entered upon possession of the improvements claimed in 1877. He is a claimant to citizenship in the Cherokee Nations which claim he has never established. He places no valuation on the improvement, occupied by him, which improvements are valued by the Appraisers at $658.29, and that sum they award to the claimant, which award I recommend be approved.

No. 53. John P. Hall.—This claimant owns two improvements in the Cherokee Nation, acquired by him prior to August 11, 1886, one of which improvements is located in the Illinois district of said nation, and the other is located in the Sequoyah district of said nation. At the time the claimant acquired these improvements he was a citizen of the Cherokee Nation by adoption under the intermarriage laws of said nation. Since they were acquired he has forfeited his citizenship in that nation, according to his statement, by his marriage, after the death of his citizen wife, to a person not a citizen of the nation by blood. The Appraisers have personally viewed the improvements, it seems, and value them at $630.60, and that sum they award to said claimant, which award I recommend be approved.

No. 57. William J. Watts, sr.—This claimant resides in the town of Muldrow, Ind. T., which is located in the Sequoyah district of the Cherokee Nation. He is the president of the Cherokee Citizenship Association, composed of claimants to citizenship in the Cherokee Nation; has been in the nation for twenty-two years, and, according to the evidence in this case, claims the improvements of six different farms and about twelve business and dwelling houses, the latter of which are located in the town of Muldrow. For the purpose of identification, the farms on which improvements are claimed by this claimant are numbered from 1 to 6 by this claimant, and they were acquired by him on the dates as follows:

Farm No. 1. "Cottonwood Farm," acquired in 1877 by purchase.
Farm No. 2. "Long Farm," acquired by purchase in 1878.
Farm No. 3. "Bolinger Farm" was commenced by claimant in the winter of 1891.
Farm No. 4. "Samuel Farm," acquired by purchase in 1890.
Farm No. 5. "Edward Place," made from the public domain in 1890.
Farm No. 6. "Rose Place," acquired by purchase in the spring of 1892.

All the town property claimed by this claimant in the town of Muldrow, Ind. T., was acquired by him subsequently to August 11, 1886, as shown by the testimony of the claimant before the Board of Appraisers. The Appraisers hold in this case that claimant is not entitled to have the farms Nos. 3, 4, 5, and 6 nor the town property in Muldrow appraised under the act of 1893. This holding is correct under the direction of the Department in its letter of February 13, 1895. The improvements on farm No. 1, "Cottonwood Farm," and farm No. 2, "Long Farm," were appraised by the Board of Appraisers, after personal examination thereof, to be worth the sum of $2,448.40, and they award that sum to the claimant, the said William J. Watts, sr., for the improvements on the said farms, which award I recommend be approved.

No. 60. John T. Blalock.—This claimant, it seems from the evidence, entered upon the possession of the improvements claimed by him in 1877. The improvements are 120 acres of land, on which he has fences and four sets of dwelling houses, all constructed with logs and poles, one set of which is personally occupied by himself and the other three by renters, who plant cotton for the claimant on the shares. The Board of Appraisers have decided that he commenced the occupancy of these improvements prior to August 11, 1886, and that he is entitled to the appraisement of the value of the same, which value they find to be $979.20, and that sum they award to the claimant, which award I recommend be approved.

No. 66. John A. Boyett.—This claimant occupies farm improvements in the Cherokee Nation designated as "Farm No. 1," "Farm No. 2," and "Farm No. 3," and also improvements in the town of Muldrow consisting of a box house, pole crib, stable, two wells, and fruit trees. Farm No. 1 was acquired by the claimant, in accordance with the evidence submitted, in 1884, while farm No. 2 and farm No. 3 were acquired by him by purchase in 1892, and the town improvements in Muldrow, it seems, have all been acquired by the claimant since August 11, 1886. In accordance with the Department decision, above referred to, of February 13, 1895, the Board of Appraisers have refused to appraise the improvements on farms Nos. 2 and 3 and the town property in Muldrow claimed by the claimant, on the ground that they have been acquired since August 11, 1886, but they fix the value of the improvements on farm No. 1 at $530.42, and that sum they award to the claimant, which award I recommend be approved.

This claimant also claims a one-fifth interest in the estate of his mother, Delilah Boyett, which is not allowed by the Board of Appraisers, on the ground that the improvements belonging to that estate were acquired by the said Delilah Boyett subsequently to August 11, 1886. (See Special Report of the Board, No. 66½.)

No. 75½. John Shannon and William W. Payne.—The attention of the Department is particularly invited to this case, in which the Board of Appraisers finds that the claimants acquired the improvements claimed subsequently to August 11, 1886.

The testimony in this case is given by William W. Payne, who, on direct examination, appears to claim two farms, one of which he alleges was acquired by him in 1885, and the other, which is designated as the "Shannon Farm," in 1892, but on a short cross-examination by the attorney for the Cherokee Nation it appears that Mr. Payne disposed of the farm No. 1 in 1892 for an interest in farm No. 2, and that he subsequently repurchased an interest in farm No. 1, which makes the finding of the Board correct where they state that the improvements were acquired subsequently to August 11, 1886, although said Payne now claims a part interest in the improvements begun by him prior to that date. There is no award made in this case, and I think the Board of Appraisers were right in not awarding anything to these claimants. The statement is made so positively in the direct examination of the witness in this case that the improvements were acquired prior to August 11, 1886, and the cross-examination is so short, as compared with the direct examination, that I thought it expedient to mention this case in passing.

No. 77. Charlie Shermer.—This claimant, it seems, occupies several different improvements in the Cherokee Nation, consisting of farm improvements and town improvements, the latter being situated in the town of Muldrow, where the claimant resides and is engaged in the mercantile business. The claimant's town improvements consist of houses and wells occupied by himself, and an interest in a church building known as "The Church of God." The improvements touching the church building are treated of by the Appraisers in a separate report, and will be considered in another paragraph in this report. All of the town improvements, it seems, were commenced by the claimant since August 11, 1886, and he is therefore not entitled to the appraisement of the same. The farm improvements are described by the claimant in his testimony as the "Bruton Farm," and were acquired by him in the year 1884. They were appraised by the Board of Appraisers at $800, and that sum they award to Mr. Shermer, which award I recommend be approved.

No. 78. Joe Shermer et al.—In this case the claimants lay claim to compensation for a church building in the town of Muldrow, they having contributed to the expense of erecting said church. No appraisement was made of this improvement by the Board of Appraisers, on the general ground that the church was erected subsequently to August 11, 1886. While this is a sufficient reason for denying the claim of the claimants, it might be also denied on the ground that the claimants were not part owners in the church simply by reason of having contributed to its erection, as it does not appear that any certificates of stock were issued to the contributors or any mortgage or lien given on the property to secure the repayment of the money so contributed. I therefore concur in the finding of the Board of Appraisers, and recommend that the same be approved in this case.

No. 79. Jerry Fleetwood.—This claimant occupies a small improvement in the Cherokee Nation, in the Sequoyah district, about 10 miles from the town of Muldrow, which occupancy began in the spring of 1886. The improvements on this claim have been appraised by the Board of Appraisers at $113, and that sum they award to the claimant, which award I recommend be approved.

No. 80. Susan M. Smith.—This claimant occupies improvements in the town of Muldrow, where she is engaged in the hotel business, and farm improvements about 2½ miles out of the town. The evidence shows that the improvements within the town of Muldrow had been acquired by the claimant subsequently to August 11, 1886, and that therefore she is not entitled to have the same appraised, but that she has established her claim to the farm improvements as having been acquired prior to the date mentioned, which improvement the Board of Appraisers has appraised at $853.25, which sum they award the claimant, and which award I recommend be approved. No award is made by the Appraisers for the improvements in Muldrow, in accordance with Department decision of February 13, 1895.

No. 81. John Day.—In this case there is a doubt whether it is sufficiently shown by the evidence that the claimant began the occupancy of the improvements claimed prior to August 11, 1886. The Appraisers have given the claimant the benefit of the doubt and appraised his improvements at $150, which is one-half the value placed upon them by claimant himself. In his testimony before the Board of Appraisers the claimant alleges that he commenced to improve this place in 1885, but that he did not move on the place until 1887, the place being occupied in the meantime by his brother and father, the former having a half interest in the place. Taking altogether the testimony of the claimant and the circumstances as related by him, I have grave doubts whether he is entitled to have his improvements appraised under the act of 1893. He alleges that he began the improvement of this place in 1885; also that his brother had a half interest in it, and that the brother, in order to realize on his half interest in it, sold the fences on the place to a man by the name of Payne, and that he acquired these fences from Payne after he had moved on the place in 1887. From this testimony it would seem that the claimant did not have more than half an interest in this place, if that much, prior to August 11, 1886. He, however, shows just enough color of right to place a doubt upon the question, and the Board of Appraisers was probably right in giving him the benefit of that doubt

and appraising the improvements and awarding their value to him. I therefore recommend that the award of the Appraisers in this case be approved, inviting the attention of the Department specifically to the evidence in the case.

No. 83. Thomas Hope.—This claimant entered upon his farm improvements in 1879 and has continued thereon ever since. He also claims a lot and improvements in the town of Muldrow, which improvements have been acquired by him since August 11, 1886. The Appraisers properly find that he is not entitled to the value of the improvements in the town of Muldrow, and therefore have appraised only the improvements on the place commenced in 1879, which they value at $833.95, and they award that sum to the claimant, which award I recommend be approved.

No. 84. William D. Blackard.—The claimant in this case entered upon the occupancy of the improvements claimed by him in 1883, they having been acquired by purchase in that year from one Joe Shermer. The Board of Appraisers have inspected the improvements in this case and they award to the claimant the sum of $709.30 as the value thereof, which award I recommend be approved.

No. 124. Henry H. Patterson.—This claimant has been in occupancy of the improvements claimed by him since January 18, 1886, according to his testimony. The improvements are appraised by the Board of Appraisers at $528.20, and they award that sum to the claimant, which award I recommend be approved.

No. 125. Thomas H. Blackard.—The farm improvements claimed by this claimant appear from the evidence to have been acquired by him in 1881. He also claims two town lots with no improvements in the town of Muldrow, all of which improvements are located in the Sequoyah district of the Cherokee Nation. The Board of Appraisers have valued all of the improvements of the claimant at $539.13, and that sum they award the claimant, which award I recommend be approved.

No. 126. Thomas G. Parker and wife.—The improvements claimed by these claimants were acquired by said Thomas G. Parker in 1884, according to his evidence, and have been appraised by the Board of Appraisers at $407.95, which sum they award to the claimants, which award I recommend be approved.

No. 128. Eliza Williams, née McClain.—This claimant appears on the roll of the intruders as Eliza McClain, "colored," but said claimant does not claim any rights in the nation as a Cherokee freedman, she being a claimant to citizenship by blood in the Cherokee Nation. This claimant claims improvements occupied by her which she acquired on the death of her first husband, whose name was McClain. It appears from the evidence in this case that the improvements of this claimant were entered upon by her in 1882. They were appraised by the Board of Appraisers at $150, which amount they award to the claimant, which award I recommend be approved.

No. 129. Alfred J. Watts.—The claimant in this case, it seems, occupies two improvements in the Cherokee Nation, one of which was acquired or started in 1879, and the other in 1882. The claimant values the improvements at $13,992.84. After careful consideration, as shown by their report, the Appraisers appraised the improvements of this claimant at $2,300, which sum they award to claimant, and which award I recommend be approved.

No. 130. Thomas F. Watts.—The improvements claimed by this claimant were, it appears from the evidence, acquired by him prior to August 11, 1886, and have been appraised by the Appraisers at $431.92, which sum they award to the claimant, and which award I recommend be approved.

No. 131. George W. Walton.—This claimant claims farm improvements acquired in 1885, and improvements designated as building sites, two in number, one acquired in 1887 and the other in 1891. The Board of Appraisers have appraised the farm improvements of the claimant, but they allowed nothing on account of claim for the building sites in Cottonwood, Cherokee Nation. This is proper, and in accordance with the ruling of the Department of February 13, 1895. The improvements appraised have been valued by the Appraisers at $460, and they award that sum to the claimant, which award I recommend be approved.

No. 132. Marion J. Watts.—This claimant has occupied land in the Cherokee Nation since 1872. He has made, bought, and sold improvements in the nation. The improvements on the place on which he now resides were made by him in 1887, besides which he is in possession of numerous other farms or places in the Cherokee Nation, some of which were acquired prior to and others subsequently to August 11, 1886. He values all of his improvements in the Cherokee Nation at $15,044.50. The Board of Appraisers find that the value of the improvements in the nation, which he has a right to have appraised and which he acquired prior to August 11, 1886, amounts to $2,500, and that sum they award to the claimant, which award I recommend be approved.

No. 133. Meldona Claborn.—This claimant, with her husband, entered upon the possession of the improvements claimed by her in 1883, according to her testimony, and she has occupied the same ever since. The improvements are valued by the claimant at $2,500, but after consideration and examination, as shown by the report of the Appraisers, that Board considered them worth $1,000, and that amount they award to the claimant, which award I recommend be approved.

No. 135. Sintha Goins, now Scaggs, et al., heirs of William and Mary Jane Goins.—On the roll of intruders for the Sequoyah district, furnished by the Cherokee authorities through the agent to the Board of Appraisers, appears the name of "Lucinda" Goins, and this name Sintha Goins, or Scaggs, believes was intended for her. The improvements claimed by her on her own behalf and in behalf of her brothers and sisters, the children of William and Mary Jane Goins, as the heirs of said William and M. J. Goins, were occupied by the said Sintha Goins, or Scaggs, as the head of the family, which consisted of her brothers and sisters. The occupancy of the improvements mentioned appears, from the evidence in this case and the finding of the Board of Appraisers, to have been commenced prior to August 11, 1886, but the Appraisers make no award in this case for the reason that they are uncertain as to their power to determine the rights of the claimants in the premises. They appraised the improvements, however, at $397, and submit for decision by this Department whether the award in this instance can be made to the claimants. It is my opinion that an award should be made in behalf of the heirs of William and Mary Jane Goins, it being quite clear that these claimants were in possession and occupancy of the improvements valued prior to August 11, 1886, and I therefore recommend that for the improvements mentioned an award of $397 be made to the heirs of William and Mary Jane Goins. This does not involve the adjudication of the rights of the various heirs in the estate.

No. 136. William T. Cherry.—This claimant does not reside in the Cherokee Nation, but claims improvements on a certain farm in that nation which he alleges he purchased in 1876 from S. M. Watts, an intruder in said nation. He has never lived on the improvements and is not, in fact, an intruder in the Indian country, occupying houses, lands, and improvements, which occupancy commenced prior to August 11, 1886. The Board of Appraisers have decided that the claimant in this case is not entitled to any pay whatever for the improvements which he has held in the nation, on account of the fact that he himself has never resided in the nation; but they appraise the improvements at $400, giving the claimant, however, no award. I think the finding of the Appraisers is correct and recommend that the same be approved.

No. 137. Jacob H. Neal.—The claimant in this case entered into possession of the improvements claimed in 1877, and he places a valuation on these improvements of $2,500. The Appraisers personally viewed them and find their value to be $1,260, which sum they award to the claimant, and which award I recommend be approved.

No. 138. Joseph Shermer.—The claimant in this case is in occupancy of the improvements of seven farms and three town lots. Six of these farms are located in the Sequoyah district and the other is in the Illinois district, and the town improvements are in the town of Muldrow, Sequoyah district. The farms are designated by the claimants by numbers, and were acquired by him as follows:

Farm No. 1, acquired by purchase in 1883; farm No. 2, acquired by purchase in 1891; farm No. 3, acquired by purchase in 1890; farm No. 4, acquired by purchase in 1890; farm No. 5, made from the public domain in 1891; farm No. 6, acquired by purchase in 1891, and farm No. 7 was acquired in 1893 by trading a part of No. 1 therefor. All of the town lots were acquired and improvements made subsequent to August 11, 1886. Claimant also claims an interest in a combined store and Masonic hall building in the town of Muldrow, acquired subsequently to August 11, 1886, and also an interest in the church building in the said town of Muldrow known as the "Church of God," considered by the Appraisers in their special report No. 78, as above set forth in this report, page 35.

It appears from the evidence in this case that this claimant is a speculator in improvements in the Cherokee Nation. The Board of Appraisers have decided that the claimant is not entitled to have any of the improvements in the nation, except those embraced in farm No. 1, appraised under the law, all the other improvements having been acquired since August 11, 1886. In this decision, which is in accordance with the instructions contained in Department letter of February 13, 1895, the office concurs, and in connection with the same it is pertinent to invite attention to the statement of the Board, on page 5 of their special report in this case, that a construction of the law "liberal enough to award the said Joseph Shermer the value of the improvements of his seven farms and the town-lot property would open the flood gates of fraudulent transactions in improvements of the Cherokee Nation."

The claimant does not in his evidence place any total valuation upon his improvements, nor does he value separately the improvements on each farm, but the Appraisers, after what appears to have been a proper consideration of the matter, find that the improvements on farm No. 1 were acquired by the claimant prior to August 11, 1886, and that he is entitled to have the same appraised under the law. These improvements they value at $701 and they award that sum to the claimant for all improvements in the Cherokee Nation for which he is entitled under the law to pay, which award I recommend be approved.

No. 139. Metesha Watts and legal heirs of William H. Watts.—These claimants claim as the heirs of William H. Watts, deceased, and are in possession of four farm improvements in the Cherokee Nation and three improved town lots in the town of

Muldrow. The farm improvements are designated by number, and were acquired by the said William H. Watts as follows: Farm No. 1, acquired by purchase in 1889; farm No. 2, acquired by purchase in 1883; farm No. 3, acquired by purchase in 1891; and farm No. 4, made by the claimant from the public domain and commenced in 1887. The improved lots in the town of Muldrow were acquired by said Watts subsequently to August 11, 1886. The Appraisers find, in accordance with instructions, that the claimants are entitled to have the improvements of farm No. 2 appraised, and that the improvements on the other farms and town lots can not be appraised by them under the law. The improvements on farm No. 2 were appraised by them at $845.75, and that sum they award to Metesha Watts and others, heirs of William H. Watts, which award I recommend be approved.

No. 160. Thomas L. Clinkinbeard.—This claimant is in possession of an improvement acquired by him by purchase in 1883. He also claims a half interest in an improvement adjoining this, but regarded by him, and is in fact, a separate and distinct place from it. The latter improvement was commenced by the claimant and made from the public domain subsequently to August 11, 1886. The Board of Appraisers determine that he is not entitled to have this half interest in the said last improvement appraised, but they decided that the place occupied by him personally, which was acquired in 1883, should be appraised and they have placed its value at $487, which sum they award to the claimant, which award I recommend be approved.

No. 161. Samuel C. Hill.—This claimant occupies an improvement embracing under one fence 600 or 700 acres of land, 275 or 300 acres of which are under cultivation. All the land is prairie and is fenced in the cheapest way possible, and the board declares that the indications are that the claimant has endeavored to derive the benefit of all the unoccupied land in the vicinity at the minimum cost of improvement. The improvement was commenced in 1886 and the Board of Appraisers determine that the claimant is entitled to have the same value under the law. The claimant has placed a valuation on the place of $2,500. The Appraisers value the improvement at $1,011.50, and they award that sum to the claimant, which award I recommend be approved.

No. 167. Alexander Harris.—This claimant occupies an improvement embracing 450 acres of prairie land, inclosed with fence of two barbed wires. Two hundred and fifty acres are in a state of cultivation. The improvement was commenced by the claimant in 1885, and he is therefore entitled to have the same appraised. He places no valuation on the place but the improvement has been appraised by the Board at $671.10, and that sum they award to the said claimant, which award I recommend be approved.

No. 168. James A. Deshazo.—The improvements occupied by this claimant were purchased by him in 1882, and he is therefore entitled to have the same appraised. They have been carefully examined by the Board of Appraisers and have been appraised by them at $1,068. That sum they award to the claimant, which award I recommend be approved.

No. 169. William A. Barber.—No award is made by the Appraisers in this case, although the improvements occupied by the claimant and claimed by him were undoubtedly entered upon prior to August 11, 1886.

By a reference to the original instructions to the Board of Appraisers which accompanied the papers in these cases, as has already been stated in this report, it will be observed that the board was instructed to investigate each case for the purpose of determining, first, whether the improvements claimed by the intruders were entered upon by them prior to August 11, 1886; and, second, whether said improvements are in fact the property of the claimant within the meaning of the law providing for the appraisal of intruders' improvements in the Cherokee Nation, and not the property of others. It appears from the evidence in this case that while the claimant has occupied houses, lands, and improvements, which occupancy commenced prior to August 11, 1886, he does not have any right in law or equity to the improvements claimed by him. It seems from the evidence that some time prior to August 11, 1886, certain citizens of the Cherokee Nation had established a sawmill at a certain point in the Cherokee Nation; that the mill had been sold by them to another citizen of the Cherokee Nation on such terms as contemplated the return of the same to the original owners on failure of the purchaser to pay the purchase price at a certain time; that it was returned and again sold by the original owners to another citizen of the Cherokee Nation upon similar conditions. The purchaser a second time failed to pay the purchase price, and the mill again became the property of the original owners. In the mean time the mill stood idle and was jumped by the claimant, who has since that time held continuous possession. The Board of Appraisers found that the improvements in question did not belong to said William A. Barber, and therefore they did not appraise them, and make no award to the said Barber.

From an examination of the evidence in this case I am not fully satisfied that the claimant is not entitled to some equitable consideration on account of the improvements which he occupies, but in view of the fact that the testimony in this case is

rather obscure on certain important points, and of the further fact that the Board of Appraisers had the advantage of being on the ground and seeing the witnesses as they gave their testimony, I am disposed to accept their findings in the case and therefore recommend that the same be approved. At the same time I would invite the particular attention of the Department to the papers in this case.

No. 170. *George W. Brown.*—This claimant is designated on the roll of intruders as "colored," but in the testimony in this case it appears that he does not claim as a freedman under the treaty of 1866, but as a claimant to citizenship in the Cherokee Nation by blood. He commenced the occupancy of a small improvement in the nation before August 11, 1886, which improvement is valued by the Appraisers at $151, and that sum they award to the claimant, which award I recommend be approved.

No. 171. John Cope.—This claimant, like the one above, is designated as "colored," but it appears from the evidence in the case that he claims as a citizen of the Cherokee Nation by blood, and not as a freedman under the treaty of 1866. He occupies a small improvement, which occupancy he commenced prior to August 11, 1886, and which improvement is valued at $124 by the Appraisers, and they award that sum to the claimant, which award I recommend be approved.

No. 183. Joseph A. Hubbard.—The improvements occupied by this claimant were commenced by him on May 1, 1886. They have been examined by the Board of Appraisers, which find their value to be $331, and they award to the claimant that sum, which award I recommend be approved.

No. 185. Woodson Hubbard.—The improvements occupied by this claimant are alleged to have been commenced by him prior to August 11, 1886, but his own evidence shows that he did not enter the Cherokee Nation until subsequently to this date, therefore the Board of Appraisers decided that he is not entitled to an appraisal of his improvements.

No. 200. Claude G. Braught.—This claimant has under fence about six hundred acres of prairie land in the Cherokee Nation, three hundred acres of which he has placed under a state of cultivation. The improvement was commenced by him prior to August 11, 1886. The Board of Appraisers say that the improvements on this place are of the cheapest kind. After an examination of the improvements it has appraised their value at $1,342, and that sum they award to the claimant, which award I recommend be approved.

No. 202. William Crockett, Mollie Breidenstein, et al., heirs of Marion J. Crockett.—In this case the improvements occupied by the widow and heirs of Marion J. Crockett were entered by him in 1883, who occupied them with his family until 1887, when he died. He claimed citizenship in the Cherokee Nation by blood, and the Cherokee authorities appear to recognize his eldest son as being the person in charge of the improvement. His widow, Mollie Crockett, who claims no rights in the Cherokee Nation and no interest in these improvements, is married to Mark Breidenstein. In her testimony before the Board of Appraisers she states that the improvements belonged to the children of Marion J. Crockett, and that she claims no interest in them. The Board of Appraisers have not felt themselves authorized to allot to the heirs their respective shares of these improvements, but they have appraised the improvements at $720, and award that sum to the heirs at law of Marion J. Crockett, which award I recommend be approved.

No. 203. John W. and H. T. Chastine, heirs of J. E. Chastine.—In this case it seems that the names of J. E. Chastine and John W. and H. T. Chastine appear on the roll of intruders in the Delaware district, as occupying improvements in the Cherokee Nation. It appears that J. E. Chastine was the mother of John W. and H. T. Chastine; that she died in 1884, leaving her husband, who was not a Cherokee claimant, and the said John W. and H. T. Chastine in possession of certain improvements claimed by her at the time of her death; that the husband, who was not a Cherokee claimant, controlled the improvement until his death in 1891; that the said J. W. and H. T. Chastine claimed each a half interest in the improvements. It also appears that the said J. E. Chastine left other children besides John W. and H. T. Chastine, namely, J. C. and R. B. Chastine, the wife of Claude G. Braught (see No. 200), and the wife of Dr. Eli James (No. 214), but that neither of these children claim any interest whatever in the improvements occupied by John W. and H. T. Chastine. Therefore the Appraisers appraised the value of the improvements in question at $725.50, and award that sum to John W. and H. T. Chastine, which award I recommend be approved.

No. 206. James W. Crockett.—This claimant resided in the town of Fairland, where he occupies town improvements. He also possesses an improvement about 1½ miles north of that place. The Board of Appraisers find that the town improvements occupied by the claimant were acquired subsequently to August 11, 1886, and that they are not subject to appraisement. The other improvement claimed by the claimant was acquired by him prior to August 11, 1886, and has been appraised by the Appraisers at $449, and this sum they award to the said claimant, Crockett, which award I recommend be approved.

No. 212. James Price.—The improvements claimed by this claimant were commenced by him in 1883, and have been in his possession and occupancy ever since. A personal inspection thereof was made by the Board of Appraisers, and they found their value to be $481, which sum they award to the claimant, and which award I recommend be approved.

No. 213. Samuel P. Crockett.—The improvements claimed by this claimant have been in his possession since 1881, in which year he commenced to make the same from the public domain of the Cherokee Nation. There is no evidence submitted of the cost or value of the improvements, so a personal inspection thereof was made by the Appraisers, and they were valued by them at $940.95, and this sum the Appraisers award to the claimant, which award I recommend be approved.

No. 215. William Henry Moore.—In this case the claimant alleges that he commenced the improvements occupied by him in 1886. No evidence is submitted by the Cherokee Nation impeaching this statement, therefore the Board of Appraisers decided that the occupancy of these improvements commenced prior to August 11, 1886, and that claimant is entitled to appraisement of the same. The claimant places a valuation on the improvement of $3,000, but after careful inspection thereof the Board of Appraisers find their value to be $1,000, and award that sum to the claimant, which award I recommend be approved.

No. 221. Ishmael Davis, administrator of the estate of George Davis.—This claimant is the son and administrator of George Davis, an intruder on the rolls, who died October, 1894, in possession of improvements, the occupancy of which he commenced prior to August 11, 1886. A number of heirs are enumerated as claimants to an interest in this estate, but the Board of Appraisers have appraised the value of the improvements at $600.70, and award that sum to Ishmael Davis, the administrator of the estate, which award I recommend be approved.

No. 223. Ishmael Davis.—The improvements for which this claimant claims the right to be compensated were entered upon by him in the spring of 1885. They were viewed by the Board of Appraisers and valued at $398.80, which sum they award to the claimant, and which award I recommend be approved.

No. 227. William W. Hailey.—In this case the Board of Appraisers made no appraisal or award. Mention is made of the case on account of the fact that the claimant is shown by the evidence in the case to be a postmaster of the United States at Blue Jacket, Ind. T. The improvements occupied by him were commenced or acquired subsequently to August 11, 1886. This is the reason given by the Board of Appraisers for not appraising the improvements, but the further reason may be given for not appraising the improvements of this claim that the claimant is an officer of the United States in the Indian Territory, and not liable to removal on the complaint of the principal chief of the Cherokee Nation, under the provision of the agreement between the United States and the Cherokee Nation of December 19, 1891.

I recommend in this case that the name of the claimant be stricken from the roll of intruders furnished by the Cherokee authorities.

No. 229. Salathiel M. Stubbs.—This claimant resides in the town of Blue Jacket, where he occupies a small lot acquired by him since August 11, 1886. He also claims the improvements on a farm located near the said town, which he swears he commenced in May, 1886. There is no testimony introduced by the Cherokee Nation to impeach this statement of the claimant, and the Appraisers have appraised the improvements, after having inspected them, at $446, and this sum they award to the claimant, which award I recommend be approved.

No. 230. Junius O. Hill.—This claimant occupies improvements near the town of Blue Jacket, the occupancy of which he commenced prior to August 11, 1886. His buildings are located within said town of Blue Jacket, and the other improvements are adjoining the town site. The Appraisers have appraised the improvements at $444.75, and this sum they award to the claimant, which award I recommend be approved.

No. 231. William L. Snyder.—It appears that the claimant in this case entered upon the occupancy of the improvements claimed July 20, 1886. The Board of Appraisers have decided that he is entitled to have his approvements appraised. They have valued the same in the sum of $353, which sum they award to the claimant, and which award I recommend be approved.

No. 232. Richard Puffer.—The claimant in this case occupies a very small improvement which he acquired prior to August 11, 1886. The place occupied by the claimant is described by the Appraisers as being so isolated, in the midst of an extensive tract of broken timber country, that it required a guide to pilot them to inspect the improvements. After an inspection they expressed the belief that $35 would cover the cost of all the expenses incurred in making the improvements. In addition to this place, the claimant commenced the improvement of 13½ acres in another place before August 1, 1886. The improvements on this latter place they place at $20.25, and they award the claimant for all his improvements in the nation the sum of $55.25, which award I recommend be approved.

No. 233. Henry M. Puffer.—This claimant owns an improvement of prairie land consisting of 170 acres in one field, of which he claims one-half, being the western portion thereof, and his father, Richard Puffer, claims the other half. The improvements of this claim are appraised by the Board at $126.40, which sum they award the claimant, and which award I recommend be approved.

No. 239. George W. Scruggs.—The claimant in this case occupies 150 acres of land in the Cherokee Nation, near the town of Chelsea, which he commenced to improve and occupy either in 1881 or 1882. The Appraisers find that these improvements are subject to appraisement, and value them at $424.50, and they award that sum to the claimant, which award I recommend be approved.

No. 242. Henry Schneider.—The Appraisers decide, in accordance with the evidence, that the claimant in this case entered upon his improvements prior to August 11, 1886, and that he is therefore entitled to have the same appraised under the law. After an inspection of the place they value the improvements at $308.35, and award that sum to the claimant, which award I recommend be approved.

No. 243. Benson Pack.—According to the evidence, this claimant commenced the occupancy of the improvements claimed by him prior to August 11, 1886, and the Appraisers have determined that he is entitled to have the same appraised in accordance with the law. After personal inspection of the improvements they have valued them at $653, and they award that sum to the claimant, which award I recommend be approved.

No. 244. James Pack.—This claimant occupies a small place or farm, which occupancy was commenced prior to August 11, 1886, according to the evidence in the case, and the Appraisers have determined that he is entitled to have the same appraised under the law. After an inspection of the improvements, which it appears are of a very cheap order, the Appraisers have valued the same at $199.17, and they award that sum to the claimant, which award I recommend be approved.

No. 246. Marcus Baird.—All the improvements occupied by this claimant were commenced by him prior to August 11, 1886. The Appraisers have decided that he is entitled to have the same appraised, and have valued the same at $924.50, and they award that sum to the claimant, which award I recommend be approved.

No. 248. Samuel B. Belew.—The claimant in this case was absent from the nation at the time his improvements were appraised, and the testimony in the case was given by Ella Belew, his wife, and Sidney Belew, his son. The Appraisers are satisfied from the evidence that this claimant is occupying houses, lands, and improvements, which occupancy commenced before August 11, 1886, and that he is entitled to have the same appraised under the law. They find that the improvements are worth $665, and award that sum to the claimant, which award I recommend be approved.

No. 250. John H. Harris.—The Appraisers decide that part of the improvements occupied by this claimant were acquired by him prior to August 11, 1886, and is subject to appraisal. There are other improvements in the possession of the claimant which the Appraisers find were acquired subsequently to August 11, 1886, and which they decide are not subject to appraisal. For the improvements acquired to August 11, 1886, they award to the claimant the sum of $930, which award I recommend be approved.

No. 251. William Smith.—This claimant occupies an improvement in the Cooweescoowee district of the Cherokee Nation, which occupancy the Appraisers find was commenced prior to August 11, 1886. The improvements consist of buildings, fences, etc., the buildings being mostly of logs, old, and in a bad state of repair.

In this case the Appraisers have taken into consideration the value of the use of the land by the claimant, and have allowed him full value for the improvements, otherwise than the clearing of the land. In most all of these cases the Appraisers have, when they have taken into consideration the value of the use of the land, offset that value by the expense of clearing the same and adapting it to cultivation. In this case the Appraisers have found the value of the improvements to be $853, and they award that sum to the claimant, which award I recommend be approved.

No. 252. David I. Elliot.—This claimant is in possession of a farm improvement in the Cherokee Nation which he commenced in 1892, and he makes no claim to any improvement of farm lands acquired prior to August 11, 1886. He is also in possession of certain town property in Pryor Creek, Ind. T., which he commenced, as near as can be ascertained from the evidence, in 1884, and which he has owned and occupied ever since. The Appraisers find the value of these town improvements to be $300, and they award that sum to the claimant. They find, in accordance with instructions, that the farm improvements in possession of the claimant are not subject to appraisal under the law. I recommend that the award in this case be approved.

No. 253. David B. Bryant.—This claimant resides in the town of Pryor Creek in the Cherokee Nation, but occupies no improvement in that town to which he lays any claim. He claims, however, a farm improvement not far from the town of Choteau, Ind. T., which it appears he commenced to improve in the spring of 1885. The claimant has not for some time occupied the improvements personally on the

farm referred to, and was unable to testify as to their present condition. After a personal inspection of the said improvements, the Board of Appraisers find their value to be $374.84, which sum they award to the claimant, and which award I recommend be approved.

No. 254. Daniel Mabry.—This claimant occupies a small farm improvement which the Board of Appraisers has determined he has occupied since before August 11, 1886, and which it is also determined is subject to appraisal under the law. After a personal inspection of the improvements the Board of Appraisers value them at $433.50, and they award that sum to the claimant, which award I recommend be approved.

No. 255. Governor Belew.—The claimant in this case occupies improvements in the Cherokee Nation to the extent of about 800 acres of prairie land, and he has been in occupancy thereof since the year 1884. In addition to these 800 acres of land the claimant also lays claim to all the improvements adjoining his own on the south to the extent of 260 acres, under fence and cultivation, with some buildings and some other minor improvements. For certain reasons stated by the Board of Appraisers, which I think are sufficient, it is decided that the claimant in this case is not entitled to have the improvements south of those occupied by him appraised. No total valuation is placed on his improvements in the Cherokee Nation by the claimant, but after a careful personal inspection, as stated in their report, the Appraisers have valued the improvements at $1,157.75, and they award that sum to the claimant for all improvements in the Cherokee Nation for which he is entitled to pay under the law, which award I recommend be approved.

No. 258. Monroe E. Belew.—In this case the Board made several ineffectual attempts to have the claimant appear and testify as to his improvements, but it states that the claimant was absent from his improvements temporarily when the Board concluded to make an investigation thereof. The testimony in this case is given by Governor Belew, the father of the claimant, who resides on improvements of his own adjoining those of the claimant. This claimant occupies 250 acres of prairie land, nearly all of which is in cultivation. The improvements on this place were appraised by the Appraisers after a thorough inspection at $1,210, and they award that sum to the claimant, which award I recommend be approved.

No. 259. Levi J. Belew.—This claimant, like No. 258, was absent from his improvements at the time of the appraisal, and the testimony in this case was given by Governor Belew, his uncle, and James M. Shaw, a stone mason. The Appraisers decided that the occupancy of the improvements was commenced by the claimant prior to August 11, 1886, and that he was entitled to have the same appraised under the law. They appraised them at $844.50, and award that sum to the claimant, which award I recommend be approved.

No. 263. V. O. Crawford.—This claimant claims certain farm improvements near Claremore, Ind. T., embracing about 200 acres of land, and occupied by himself, and also improvements of 300 acres contiguous thereto, made and approved by one J. W. Blackburn under lease from said Crawford. The said Blackburn denies that the improvements under lease made, and occupied by himself, belonged to the said Crawford, and declares that he has made the improvements himself, Crawford having contributed no money or labor for their maintenance. He admits that in 1889 he proposed to enter into an agreement with said Crawford to improve for him under a ten years' lease the land occupied by him at present, but that on finding that Crawford was a noncitizen and not authorized to make such a lease, and that he could not procure a permit for said Blackburn to remain in the nation, he refused to enter into a written lease with him, and continued to improve the land himself as a noncitizen of the Cherokee Nation. John M. Taylor, jr., a citizen of the Cherokee Nation, protests against the appraisal of improvements claimed by Crawford, and the improvements claimed by both Crawford and Blackburn, on the ground that they encroach upon his quarter-mile limit—the laws of the Cherokee Nation providing, it seems, against such encroachment—and he claims that both Crawford and Blackburn have encroached upon his quarter-mile limit and that the improvements belonged to him.

The Appraisers decide that the improvements first mentioned herein, occupied by Mr. Crawford, were commenced by him prior to August 11, 1886, and that said Crawford is entitled to have the same appraised. They therefore value said improvements at $1,145.50, and award to said Crawford that sum for all his improvements in the Cherokee Nation, which award I recommend be approved.

No. 272. Antwine Gillis.—This claimant claims rights in the Cherokee Nation under an agreement between the Delaware Indians and the said nation, entered into and executed under authority of the treaty of 1886 between the United States and the Cherokee Nation. He claims no rights in the Cherokee Nation by Cherokee blood, and as this Department has the right, in accordance with the decisions of the court, to pass upon claims of this character, it is deemed expedient before discussing the appraisement of his improvement to state that Gillis made application for enrollment as a Delaware entitled to rights in the Cherokee Nation on what is known in this Office and is usually designated as the "Wallace roll." Mr. Wallace was

appointed by the Department some years ago to make an enrollment of the Shawnees, Delawares, and freedmen entitled to rights in the Cherokee Nation for the purpose of paying to said Shawnees, Delawares, and freedmen, per capita, the sum of $75,000 appropriated by Congress out of the fund of the Cherokee Nation, to be paid them on account of the failure of said Cherokee Nation to include said parties in the payment made per capita to citizens of the nation.

After a full investigation of Mr. Gillis's rights on the evidence submitted by him, the Office, in revising the work performed by Mr. Wallace, decided that Mr. Gillis is not entitled to rights in the Cherokee Nation. Subsequently to this decision Mr. Gillis again made application to this Office for enrollment to be paid a part of the moneys paid out to the Delaware Indians in the Cherokee Nation, and this Office decided, in a letter of March 11, 1895, to Hon. S. W. Peel, that he was not entitled to such enrollment.

In view of the decision of this Office in the premises, Mr. Gillis is an intruder in the Cherokee Nation, and his improvements were properly appraised by the Board of Appraisers. It appears from the evidence in this case that he began the occupancy of the improvements claimed in 1883, and that he is therefore entitled to have his farm improvements appraised under the law; that he occupies certain town improvements in the town of Tulsa, Ind. T., which he began occupying subsequently to August 11, 1886, and which town improvements he is not entitled to have appraised. The Appraisers have appraised the value of his farm improvements at $790.65, and they award to Mr. Gillis that sum, which award I recommend be approved.

No. 274. John G. Lloyd.—The claimant began the occupancy of his improvements in the Cherokee Nation in 1883, and is therefore entitled to have the same appraised under the law. The Appraisers after a personal inspection of the improvements valued them at $364.75, and they award that sum to the claimant, which award I recommend be approved.

No. 275. Mary A. Lloyd, William W. Lloyd, and Minnie Lloyd, heirs of George W. Lloyd.—The improvements in this instance were entered upon by the said George W. Lloyd prior to August 11, 1886. In 1884 said George W. Lloyd died, and the improvements have since that time been in possession of his widow and two of his children. The Board of Appraisers value the improvements at $351, and award to said Mary A. Lloyd $117, to W. W. Lloyd $117, and to W. W. Lloyd, guardian of Minnie Lloyd, $117, which awards I recommend be approved.

No. 278. William P. Munson.—In this case the claimant controls a considerable portion of the prairie land near Coffeyville, Kans., on which he has, according to the evidence submitted and the inspection made by the Board of Appraisers, comparatively meager improvements. After an examination of the improvements the Appraisers decide that their value is $686.35, which sum they award to the claimant, and which award I recommend be approved.

No. 280. Westley T. Phillips.—The improvements in this case were first occupied by the claimant in February, 1885, according to the evidence submitted. There are 90 acres under fence, of which 70 are in cultivation. From a personal inspection of the improvements the Appraisers value them at $573.95, and they award that sum to the claimant, which award I recommend be approved.

No. 281. Arrelious (Alias Alonzo) Roberts.—The Appraisers decided that the claimant in this case entered upon the occupancy of the improvements claimed prior to August 11, 1886. The value of the improvements is fixed by the Appraisers, from the evidence submitted by the claimant, at $417.34, and they award that sum to the claimant, which award I recommend be approved.

No. 282. Thomas Hill.—The improvements in this case embrace a farm of 75 acres in the Cherokee Nation. The occupancy of these improvements is found by the Appraisers to have been commenced prior to August 11, 1886, and their value is fixed by them at $494.50, which sum they award to the claimant for his improvements in the Cherokee Nation, and I recommend that the said award be approved.

No. 283. Francis M. Dufoe.—The improvements in this case consist of buildings, fences, etc., on 60 acres of land situated near Lenapah, Ind. T. The value placed upon these improvements by the Appraisers is based upon the testimony of the claimant and fixed at $339.50, the claimant having been found by said Appraisers to be entitled to have the same appraised, he having entered upon the occupancy in 1884. The Appraisers award to him the sum of $339.50, which award I recommend be approved.

No. 284. William Stephens.—It appears from the evidence in this case that the claimant has been engaged in the business of making, buying, and selling improvements in the nation since 1870. The claimant is now occupying an improvement in the Cherokee Nation, embracing 154 acres of the public domain, 8 miles south of Coffeyville, Kans. He also claims improvements of 300 acres more, made and occupied by other parties. The improvements first mentioned, it appears from the evidence, were first occupied by the claimant prior to August 11, 1886, and they are, therefore, subject to appraisement under the law. The other improvements were acquired by claimant since August 11, 1886, if, indeed, they can be said to belong to

him at all. They were improved by two parties by the name of Anderson and Sweetman under contract with the claimant. As the claimant is a noncitizen of the Cherokee Nation, and as he contributed nothing to these improvements except the privilege of entering upon the public domain of that nation—a privilege which it was not his to give—the claimant can not, as decided by the Appraisers, be held to have any right of property whatever in the improvements occupied by the said Anderson and the said Sweetman. Therefore the Appraisers very properly decided that he was entitled to have only the improvements first mentioned appraised under the law, and they find the value of those improvements to be $1,177.50, and they award that sum to the claimant, which award I recommend be approved.

No. 286. Leo H. Singleton.—In this case the Appraisers fix the value of the improvements of the claimant, who began the occupancy of the same prior to August 11, 1886, from the evidence introduced by the claimant. They appraise the improvements at $601, and award that sum to the claimant, which award I recommend be approved.

No. 288. Perry Hill.—The claimant in this case is designated on the roll of intruders as "colored," but it appears from the evidence that the said claimant does not claim citizenship in the Cherokee Nation under the treaty of 1866, but is a claimant to citizenship by blood. The improvements were entered by him prior to August 11, 1886, and are limited in extent and value, which value the appraisers have found to be $54.50, and they award to the claimant that sum, which I recommend be approved.

No. 290. John B. Belew.—The improvements in this case consist principally of prairie land improved by the claimant, there being 143 acres under fence, 103 acres of which are in a state of cultivation. The Appraisers report that the buildings on these improvements, except a small granary and shed room, are all made of logs and poles, and are of comparatively insignificant value. The Board of Appraisers finds that the claimant commenced the occupancy of these improvements prior to August 11, 1886, and that he is entitled to have them appraised under the law, and it fixes their value at $600.50, and award that sum to the claimant for the improvements claimed by him, which award I recommend be approved.

The claimant also claims improvements of 17 acres adjoining the place which is described in the evidence as the "leased field," which it appears was improved by one Stricklin, under a contract with the claimant, from the public domain of the Cherokee Nation, subsequently to August 11, 1886, but as this "leased field" was not a part of the original improvement of the claimant, the Board of Appraisers decided, in accordance with instructions, that it was not subject to appraisement, and it has therefore awarded nothing to the claimant on account of this improvement. This conclusion of the Board appears to be correct under the instructions of the Department, and I recommend that it be approved.

No. 291. William Harrell.—The Board of Appraisers have determined that the claimant in this case entered upon the occupancy of the improvements claimed by him prior to August 11, 1886, that he is therefore entitled to have the same appraised under the law. The value of the improvements is found by the Board to be $335, and that sum they award to the claimant, which award I recommend be approved.

No. 295. Robert L. Singleton.—The value of the improvements occupied by this claimant, which the Board decide were commenced before August 11, 1886, is fixed by the Board, in accordance with the evidence given in the case, at $407.25, and that sum they award to the claimant, which award I recommend be approved.

No. 296. Samuel H. Skinner and wife.—The claimants in this case entered into possession of improvements in the Cherokee Nation in June, 1886, consisting of certain property in the town of Vinita. Mrs. Skinner is the daughter of Hannah Flippin, who was admitted to citizenship in the Cherokee Nation in 1884, and all of the improvements claimed by these claimants were acquired during the time they were recognized by the Cherokee authorities as having full citizenship in the nation. Indeed, some of the improvements claimed by them were acquired by purchase from the Cherokee authorities under the town-site laws of said nation, and are held by deed from the principal chief of the nation. It seems that the town-site laws of the nation authorize the sale of town lots only to citizens of the nation, and that said Skinner purchased from the nation certain lands subsequently to August 11, 1886, but prior to the action of the Cherokee authorities declaring the claimants to be noncitizens, and while they were fully recognized in every respect as entitled to privileges in the nation as citizens. Besides the town improvements in Vinita, claimants claim they are in possession also of a farm improvement in the Cherokee Nation acquired subsequently to August 11, 1886, and another farm improvement which they commenced to make in July, 1886.

The Appraisers have decided that the claimants are entitled to have only the improvements made or acquired by them prior to August 11, 1886, appraised, notwithstanding the fact that other improvements acquired subsequently to that date were acquired while the parties were citizens of the nation.

In view of the instructions given by the Department in its letter of February 13, 1895, and the fact that this Department has no jurisdiction of the question of citizenship in the Cherokee Nation, it is thought that the action of the Appraisers in this regard was correct.

After examining all the improvements claimed by the claimants subject to appraisal under the law, the Appraisers value them at $1;559.25, and they award that sum to the claimants, which award I recommend be approved.

Nos. 302 and 303. R. C. Edgerton et al.—These two reports disclose the fact that the principal chief of the Cherokee Nation has informed the Board of Appraisers that R. C. Edgerton, Billy Bibles, W. W. Hadley, one Fitzgerald, and Richard Byrd, whose names appear on the list of intruders furnished said Board of Appraisers, are citizens of the Cherokee Nation, and has requested it to erase their names from the list of intruders. I have the honor to recommend that these names be regarded as erased from said list as intruders.

No. 305. Henry Myers.—The name of this claimant appears on the roll of intruders as "colored," but he testifies that he is not a claimant to citizenship in the Cherokee Nation under the ninth article of the treaty of 1866, but claims citizenship in that nation through his wife, who is a claimant as a Cherokee by blood. His improvements are valued by him at $400. He began occupying them in February, 1886. The Board of Appraisers have fixed their value at $286, and they award that sum to the claimant, which award I recommend be approved.

No. 306. Henry and Annie Smith.—These claimants are "colored" persons, and appear on the intruder's roll as such. They claim, however, to be citizens of the Cherokee Nation by blood, and not under the ninth article of the treaty of 1866. They commenced to occupy the improvements claimed by them, according to the testimony, in 1881, and have been occupying them ever since. The Appraisers value them at $305.40, and award that sum to the claimants, which sum I recommend be approved.

No. 309. Thomas J. Elliot.—The improvements in this case consist of 258 acres of prairie land fenced, with 70 acres in cultivation, buildings, orchards, etc. The claimant began the occupancy of these improvements prior to August 11, 1886, and the Board of Appraisers therefore determine that he was entitled to have the same appraised under the law, and they have, after proper consideration of the matter, valued them at $910.09, and they award that sum to the claimant, which award I recommend be approved.

No. 311. Richard J. Beatty.—The improvements of this claimant are located near the town of Choteau, Ind. T., and consist of fences, etc., and 250 acres of prairie land under fence, which the claimant in his testimony values at $1,200. The Board of Appraisers decided that the claimant entered upon the occupancy of these improvements prior to August 11, 1886, and after an inspection of the same, they value them at $738, and they award to the claimant that sum, which award I recommend be approved.

No. 312. Wiley Jones.—The name of this claimant appears on the Cherokee intruder's roll as a colored person. The claimant claims citizenship in the nation, however, by blood, and not as a freedman under the ninth article of the treaty of 1866. The Appraisers decide that the claimant entered upon the occupancy of these improvements prior to August 11, 1886, and they appraise them at $160, awarding that sum to the claimant, which award I recommend be approved.

No. 313. Samuel Replogle.—The claimant commenced the occupancy of the improvements claimed by him in this case November 14, 1879. In his testimony he places a very exorbitant and fictitious value on the improvements. He claims to have 900 fruit trees, and he values them at $25 each. The Appraisers state that the place is located a long distance from any market for the fruit, and the orchard is therefore practically valueless as a source of revenue to the claimant. The total value placed by claimant on the improvements embraced on his place is $30,400. After viewing the improvements, the Board of Appraisers value them at $2,636, and they award that sum to the claimant, which award I recommend be approved.

No. 314. George M. Nichols.—The claimant in this case owns improvements 13 miles from Fort Smith, Ark., in the Cherokee Nation. He claims improvements of two different farms in the Sequoyah district, upon one of which he resides himself, known as "Nichols farm," situated 1 mile from Muldrow, and another, known as the "Taylor farm," 2 miles from that place. He commenced improving the "Nichols farm" in 1878, and has occupied the same ever since. The "Taylor farm" he acquired in 1884 or 1885, and has been in continuous possession ever since. After an examination of the improvements and relying on what evidence the Board could obtain regarding their value, the Appraisers have appraised the value of both farms at $1,170, and they award that sum to the claimant, which award I recommend be approved.

This closes the review of all the cases of intruders in the Cherokee Nation who claim citizenship therein by blood, whose improvements have been appraised by the Board of Appraisers, and in whose cases there appear to be, from special reports of

the Board of Appraisers, anything peculiar which I have deemed it essential to notice specifically. Special reports of the Board were made in cases as follows, in which they find, after taking evidence therein, that the claimants are not entitled to have the improvements occupied by them appraised, either for the reason that they were made subsequently to August 11, 1886, or that they did not own the improvements occupied by them:

1. George A. Crain.
2. Alfred L. Harper.
3. Isaac McGlamery.
4. A. B. Steen.
5. William Hyde.
6. William J. Hill.
8. James D. Shoemake.
9. William M. Luke.
10. Robert H. Newsom.
11. John C. Caswell.
13. Early Downs.
15. James W. Humphries.
18. Bartholomew Gwinn.
19. Cintha Gwinn.
20. Nancy Lucas.
21. Samuel J. Johnson.
22. George Jackson.
23. George Curtis Jackson.
24. Silas Timmons.
25. William A. Young.
26. Jacob Dickard.
27. Parley L. Dutcher.
29. James P. Plank.
31. David Crocket Bags.
32. Zachariah Clark Crow.
34. Joseph W. Rogers.
36. James F. Conley.
37. James Wood.
38. Jacob Cotner.
39. Lewis Copple.
40. Lewis C. Copple.
41. David M. Copple.
42. Ely Copple.
43. William R. Copple.
44. Cyrus Byes.
45. James W. Weems.
46. Robert Henry Bell.
47. Samuel F. Moore.
48. Jack Hooper.
49. Jap. Faries.
50. William C. Hogan.
52. William A. Howard.
54. James Goins.
55. James B. Watts.
56. Newton J. Crawford.
58. William J. Watts, jr.
59. William P. Black.
61. Isom W. Field.
62. Thomas H. Jackson.
63. John A. Peterson.
64. Alfred Winset.
65. Jefferson L. Morgan.
66½. Estate of Delilah Boyett.
67. William D. Shallenberger.
68. Robert B. Jenkins.
69. James S. Holden.
70. Robert J. McLaughlin.
71. Joseph B. McLaughlin.
72. George S. Debalt.
73. Andrew J. Upton.
74. John W. Cousins.
75. William W. Payne.
76. John Shanon.
82. Jessie M. Allen.
85. William M. Daley.
86. Marion H. Mabry.
87. James L. Payne.
88. John S. Woodward.
89. Shadrack M. Carson.
90. James L. Goins.
91. William J. Beatty.
92. Marion J. Taylor.
93. Jacob M. Mabry.
94. Samuel M. Watts.
95. Charlie Duncan.
96. James H. Morris.
97. William H. Morris.
98. Robert Watts.
99. Marion Duncan.
100. Martin Fields.
101. James H. Roark.
102. James M. Goins.
103. Arthur W. Miller.
104. George W. Sumpter.
105. Henry H. Harris.
106. William L. Johnson.
107. Jacob A. Kiser.
108. George W. Risinhoover.
109. Charley F. Knight.
110. John H. Osbourn.
111. Menter P. Azbill.
112. William J. Azbill.
113. Newton J. Gaugh.
114. La Fayette G. Chastain.
115. James R. Berkley.
116. Benjamin F. Latimer.
117. John Walker.
118. John B. Corbatt.
119. Francis M. Williams.
120. Michael B. Burgess.
121. Trenton A. Patillo.
122. Samuel Massy.
123. Nancy Jane Wyldon.
127. Sarah L. Shannon.
134. John Kesterson.
138½. Oliver H. Miller.
140. Abednago Baize.
141. John W. Thomas.
142. Dave Allen.
143. Thompson C. Gardenhire.
144. Albin C. Gardenhire.
145. James A. Morgan.
146. William L. Scott.
147. George Mabry.
148. Isaac I. Barber.
149. Martha L. Blair.
150. Thomas Hunt.
151. Onus E. Barber.
152. Samuel M. Blair.
153. John C. Bledsoe.
155. David Frakes.
156. Thomas J. Pierson.
157. Hiram Frakes.
158. Bryce M. Smart.
159. John C. Kelley.
162. T. J. Gambell.
163. William N. Corbett.
165. Charles G. Corbett.
166. Mahala Rule.
172. Jerry Hubbard.
173. Edna H. Quiggins.
174. Westley and Charles Boyd.
175. Charles Boyd.
176. La Fayette Hood.
177. James A. Simmons.
178. Mary E. Truett.
179. Edgar Hubbard.
180. John J. Hubbard.
181. Caleb Hubbard.
182. Simon J. Hubbard.
184. Martin F. Hubbard.
186. Sion S. Haynes.
187. Reuben C. Moore.
188. Alexander Van Winkle.
189. William Pyatt.
190. John D. Collins.
191. Joseph H. Alley.
192. Milton Starbuck.
193. Jesse J. McGhee.
194. John T. Cox.
195. Daniel Jones.
196. Jesse M. Richardson.
197. Davit Pitts.
198. Anna M. Hart.
199. W. F. Smith.
201. William Crockett.
207. John R. Shields.
208. Westley B. Brewer.
209. Kinchen Perry West.
210. John C. Dials.
211. Andrew M. Lanford.
214. Ely James.
216. William Smith.
217 and 218. Cyrus and A. C. Radley.
219. Frank Cox.
220. Benjamin Beck.
222. George Davis.
224. Lucinda K. Smith.
225. John W. Miller.
226. Joseph J. Harris.
228. Hezekiah A. Hinley.
234. Leander Litt.
235. Moses Litt.
236. Sidia Beck.
237. Joseph H. Binns.
238. Tave Powers.
240. James C. Scruggs.
241. Taylor Goins.
245. John Arnett.
247. Samuel Pace.
249. Sidney Belew.
256. William P. Ward.
257. Nora Baldwin.
260. W. Spratt Scott.
261. John E. Bell.
262. Philip J. Bell.
264. J. W. Blackburn.
265. Jessie H. Bell.
266. John C. Flippin.
267. Samuel C. Ward.
268. Moses M. Bell.
269. Clark Mauley.
270. N. A. and J. W. Coleman.
271. Elijah J. Warren.
273. Martha Hamilton.
276. William Lloyd.
277. J. B. Gillis.
279. William A. Munson.
285. C. C. and Mattie Ayers.
287. Robert B. Croan.
288. V. and Jacob Ryan.
292. George B. McGlasson.
293. Eugene D. Ficklin.
294. Walter A. McNally.
297. Hannah Flippin.
298. M. E. Milford.
299. Stephen Edwards.
300. Thomas Moore.
301. Clarence Meredith.
304. H. H. Hubbard.
307. Newton M. Miller.
308. Benjamin H. Curry.
310. Leonard A. Beard.
315. Answell F. Morris.

Special report No. 316 contains the names of all the intruders embraced in the list furnished by the Cherokee authorities to the Board of Appraisers who did not appear before the said Board to make claim to a right to have the improvements, if any, occupied by them appraised under the law, and the Board in these cases decided that said intruders do not own improvements in the Cherokee Nation subject to appraisal under the law. It also contains a list of names of all persons reported by the Cherokee authorities as intruders in the nation who claim rights therein under

the ninth article of the treaty of 1866, providing for the adoption by the Cherokee Nation of the freedmen of that nation, and colored persons residing at the date of the treaty within the limits thereof. I recommend that the findings of the Board in its special report No. 216 be approved.

I have prepared a schedule of the reports of the Board of Appraisers showing the number of their special report, the name of the intruder, the number of said intruder on the said intruder rolls, the valuation, if any, placed by the said intruder on his improvement, the valuation of the improvements as awarded by the Board of Appraisers, and the valuation placed upon said improvements by this office, as indicated in this report, above.

If you concur in my findings in the cases above reported I recommend that the schedule mentioned, which is made in duplicate, be approved.

CHEROKEE FREEDMEN.

As above stated, the Board took testimony in 70 cases of persons designated by the Cherokee authorities as intruders who claim rights in the nation under the ninth article of the treaty of July 19, 1866, and submitted special reports in these cases under a different series of numbers from the special reports relating to the investigations of the intruders who claim citizenship by blood. In 29 of these cases the Board appraise the value of the improvements and make awards.

The first paragraph of article 2 "Cherokee Outlet Agreement," so called, provides, among other things, as follows:

"First. That all persons now resident, or who may hereafter become residents, in the Cherokee Nation, and who are not recognized as citizens of the Cherokee Nation by the constituted authorities thereof, and who are not in the employment of the Cherokee Nation, or in the employment of citizens of the Cherokee Nation, in conformity with the laws thereof, or in the employment of the United States Government, and all citizens of the United States who are not resident in the Cherokee Nation under the provisions of treaty or acts of Congress, shall be deemed and held to be intruders and unauthorized persons within the intent and meaning of section six of the treaty of 1835, and sections twenty-six and twenty-seven of the treaty of July 19, 1866, and shall, together with their personal effects, be removed without delay from the limits of said nation by the United States, as trespassers, upon the demand of the principal chief of the Cherokee Nation. In such removal no houses, barns, outbuildings, fences, orchards, growing crops, or other chattels, real, being attached to the soil and belonging to the Cherokee Nation, the owner of the land, shall be removed, damaged, or destroyed, unless it shall become necessary in order to effect the removal of such trespassers: *Provided, always,* That nothing in this section shall be so construed as to affect in any manner the rights of any persons in the Cherokee Nation under the ninth article of the treaty of July 19, 1866." * * *

The Department holds that the question of citizenship in the Cherokee Nation is one to be decided by the Cherokee authorities. This does not apply, however, to the question of rights of colored persons in the nation under the ninth article of the treaty of 1866, but only to citizenship claimed by right of descent. The holding of the Department is based on the decision of the Supreme Court in the case of the "Cherokee trust funds" (117 U. S., 311), which relates exclusively to rights of persons of Cherokee blood to participate in the benefits of the common property of the Cherokee Nation without being recognized as citizens of the nation.

The Government has held that it has the power to determine the rights of persons claiming citizenship in the Cherokee Nation under treaty between the United States and the Cherokee Nation, and agreements between such persons and said nation approved by the Government. There are three classes of these persons, all of whom claim by virtue of some provision of treaty. Among these are the persons known as "Cherokee freedmen" who, as above stated, claim rights under the ninth article of the treaty of 1866.

By a provision contained in the Indian appropriation act of March 2, 1889 (25 Stat. L., 994), Congress asserted the right to adjudicate the claims of the Cherokee freedmen by appropriating $5,000 to "enable the Secretary of the Interior to ascertain who are entitled to share in the per capita distribution of the sum of $75,000 appropriated by the act of October 19, 1888 (25 Stat. L., 609) to secure to Cherokee freedmen and others their proportion of certain proceeds of land under the act of March 3, 1883." By virtue and in pursuance of this provision of law the Secretary appointed a commissioner who was for some time engaged in the investigation of the claims of the Cherokee freedmen, Shawnees, and Delawares. On receipt of his report a roll was made in this Department which includes the names of all colored persons who have been adjudged by the Department to be entitled to rights in the Cherokee Nation.

This roll embraces the names of 3,524 persons and is in two parts, one of which is known as the "Authenticated roll," which includes the names of freedmen whose rights are recognized by the Cherokee authorities as well as the Department; and

the other is known as the "Admitted roll," which includes the names of freedmen whose rights have been established to the satisfaction of this Department, but who are not recognized by the Cherokee authorities as having any rights in the nation. Every person, however, whose name appears as "admitted" is recognized by this Department as being a Cherokee freedman with rights in the nation. The roll is known and designated as the "Wallace roll," the name of the commissioner who investigated most of the claims being given to it according to an old custom of this office.

By an act of October 1, 1890 (26 Stat. L., 636), Congress authorized the Shawnees, Delawares, and freedmen in the Cherokee Nation to bring suit in the Court of Claims to determine their rights as citizens of the nation to participate in the distribution of certain funds derived from the common property of said nation. The cases of the Delawares and Shawnees were decided some time ago by the Court of Claims and on appeal by the Supreme Court, the decree of the Court of Claims in the freedmen case was handed down March 18, 1895, in which the court "takes the Wallace roll as furnishing the true number of the freedmen, 3,524," the decree being in favor of the complainants.

The decree also provides as follows: "A decree will be entered in this case following the form of that which was last entered in the case of the Delawares. In addition it will be provided that the Secretary of the Interior will cause the Wallace roll to be further corrected by adding thereto descendants born since March 3, 1883, and prior to May 3, 1894, and striking therefrom the names of those who have died or have ceased to be citizens of the Cherokee Nation, so that when thus amended and changed it shall represent the freedmen entitled to participate in the distribution of the fund now awarded to the complainant."

This decree of the Court of Claims makes the Wallace roll the true list of the freedmen in the Cherokee Nation who are entitled to rights therein. By it each and every person whose name appears thereon has had his rights in the nation judicially determined, and he must be recognized by this Department as a Cherokee citizen until the decision of the Court of Claims in this regard shall have been overruled by the Supreme Court if the case should be appealed. The court having decreed all on the "Wallace roll" as having rights in the Cherokee Nation under the ninth article of the treaty of July 19, 1866, the Government is not called upon to remove any such as intruders, whether the same be demanded by the principal chief of the Cherokee Nation or not, the agreement of 1891 having expressly provided that the rights of persons under that article of treaty shall not be affected by any construction that might be given to said agreement.

Besides the names embraced in the 70 special freedmen reports submitted by the Board of Appraisers, they transmit with their special report No. 316, a list of 94 names of other persons who claim rights in the nation under the ninth article of the treaty of 1866, whose improvements have not been examined nor appraised. Special report No. 61, "Cherokee Freedmen," was transferred to the list of claimants by blood by the appraisers, and is dealt with in special report No. 167, "Cherokee intruders." From these two lists it would appear, therefore, that there are included on the rolls of intruders, furnished by the Cherokee authorities, the names of 163 persons who claim rights in the nation under the treaty as Cherokee freedmen. I have compared these names with the "Wallace roll," and I find 89 of them on that roll, 18 of whom appear on the "authenticated list" and 71 on the "admitted list," but as the entire "Wallace roll" has been adjudged correct by the Court of Claims, no distinction should be made between the two parts thereof, and persons whose names appear on the "admitted list" have the same rights as those who appear on the "authenticated list." As those reported as intruders, whose names appear on the "Wallace roll," can not be regarded by this Department nor removed as intruders, I have the honor to recommend that they be stricken from the said intruder rolls. I have made a list of these, marked "Cherokee Freedmen List No. 1," and transmit the same herewith.

With respect to the other Cherokee freedmen claimants reported as intruders I have ascertained that some of them are married to persons whose names are on the "Wallace roll." Take, for instance, the case of J. G. Little, whose name appears on the intruder rolls furnished by the Cherokee authorities. It is shown by the records of this office that he is the husband of Agnes Little, who is on the "Wallace roll." The papers in the case of Agnes Little show that at the time they were presented she had three children. Under the decision of the Court of Claims these children, if living, are entitled to be placed on the "Wallace roll," and they, with their mother, are entitled to be protected in their right to remain in the Cherokee Nation and enjoy the privileges of citizens of that nation.

It will probably be well at this point to explain the method pursued by the Cherokee authorities in making up the roll of intruders in the nation. The plan was to designate by name only the head of the family and note the number in his family, the conclusion being that not only the person named is an intruder, but also all the members of his family are likewise intruders. Continuing the consideration of the case of J. G. Little, it will be seen that he is reported on the roll of intruders in the Cooweescoowee district, No. 2314, as owning a house at Lenapah and the head of a

family of six. If the Department accepts the report of the Cherokee authorities as to what colored persons in the Cherokee Nation are intruders, it would involve in this case a declaration that Agnes Little, who is on the "Wallace roll," and her children, who are entitled to be placed on that roll, are intruders and liable to removal. This would not be lawful in view of the status of Agnes Little and her children as to citizenship in the Cherokee Nation.

It is not practicable from the records of this office or the reports of the Board of Appraisers to determine the correct status of the members of the families of the other colored persons reported by the Cherokee authorities as intruders in the nation, but in view of the fact that, as has been shown, the manner of reporting intruders has been such as to make it possible for great trouble to be given to parties who are citizens of the Cherokee Nation and entitled to the protection of this Department in their rights in the nation, I would recommend that the names of all persons of color claiming citizenship in the Cherokee Nation under the ninth article of the treaty, who have been reported by the Cherokee authorities as intruders, and not on the "Wallace roll," be suspended from the list of intruders until the status of the families of such persons can be ascertained by some proper investigation. This investigation can be made before or when the Department shall begin the actual removal of intruders from the Cherokee Nation. I have caused a list of these to be made, and marked "Cherokee Freedmen, List No. 2," and the same is transmitted herewith.

In view of the foregoing, there seems to be no necessity for a specific discussion of the awards made by the appraisers to Cherokee freedmen; but I will state, in view of the fact that in ten cases awards were made to parties not on the Wallace roll, that from an examination of the special reports of the appraisers and the papers accompanying them, the awards seem to be proper and just compensation for the property described in each case. The total amount awarded by the appraiser to this class is $9,327.20, which amount should be deducted from the grand total of value of improvements appraised by the Board.

RECAPITULATION.

It appears from the reports of the Board of Appraisers and the Cherokee intruder rolls furnished by the principal chief of the Cherokee Nation which accompany them, that according to the Cherokees there are 2,858 families of intruders in the nation, estimated to aggregate some 8,000 or more individual intruders. Of this number 163 heads of families claim to have rights in the nation under the ninth article of the Cherokee treaty of 1866.

The appraisers examined the lands, houses, and improvements occupied in the nation by 384 families, and they made awards in 117 cases, which aggregate $74,180.56.

The following table shows, in gross, the modifications of the conclusions of the Board of Appraisers, recommended in this report, to wit:

Awards made by appraisers	117
Awards recommended in this report	89
Difference	28
Total award by appraisers	$74,180.56
Total recommended in this report	68,645.36
Difference	5,535.20

The difference in the number of awards made by the Board and the number recommended in this report is explained by the fact that I recommended that an award be made to Sintha Goins et al. (special report No. 135, page 42 of this report), to whom no award is made by the Board, and that no award be made to the Cherokee freedmen claimants to whom the Board had made 29 awards. (See Remarks on Cherokee Freedmen, ante.)

The difference in the total amount awarded by the Board and that recommended in this report is explained by the Board of the award to John O. Cobb (special report No. 12, page 6 of this report), from $3,000 to $6,400, and the award of $397 to Cintha Goins et al. and the decrease of the award to John C. Ward (special report No. 14, page 26 of this report) from $1,105.59 to $1,100.59, and the deduction of $9,327.20, the total amount awarded by the Board to Cherokee freedmen claimants, all of which, for reasons stated, it is recommended to be disallowed.

All the papers which accompanied the reports of the Board of Appraisers and the three schedules or lists referred to herein as having been prepared in this office are transmitted herewith.

Very respectfully, your obedient se rv an

THOS. P. SMITH, *Acting Commissioner.*

The SECRETARY OF THE INTERIOR.

No. 4.—SCHEDULE OF AWARDS BY APPRAISERS OF INTRUDERS' IMPROVEMENTS IN CHEROKEE NATION, WITH MODIFICATIONS RECOMMENDED BY INDIAN OFFICE.

Schedule of intruders in the Cherokee Nation whose claims for compensation for improvements occupied by them in the nation have been investigated and reported on by Joshua Hutchins, Peter H. Pernot, and Clem V. Rogers, Appraisers appointed by the President under the act of March 3, 1893 (27 Stat. L., 641), to appraise improvements of intruders in the Cherokee Nation, showing the awards of the Appraisers in each case and the modifications recommended by the Acting Commissioner of Indian Affairs in his report of May 27, 1895.

No. Appraisers' report.	Names of claimants.	No. on intruders' rolls.	Claimants' valuation of improvements.	Award by appraisers.	Recommended by Indian Office.	Remarks.
1	George A. Crain	49	None.	None.	None.	Place made since Aug. 11, 1886.
2	Alfred L. Harper	150	$145.00	None.	None.	Do.
3	Isaac McGlamery	244	None.	None.	None.	Do.
4	A. B. Steen	368	None.	None.	None.	Do.
5	James Daniels	101	None.	None.	None.	Do.
6	William Hyde	159	None.	None.	None.	Do.
7	William J. Hill	164	None.	None.	None.	Do.
8	James D. Shoemake	367	350.00	None.	None.	Do.
9	William M. Luke	215	None.	None.	None.	Do.
10	Robert H. Newsom	280	None.	None.	None.	Do.
11	John C. Caswell	54	450.00	None.	None.	Do.
12	John O. Cobb	59	*12,000.00	$3,000.00	$6,400.00	See Indian Office Report, page 6.
13	Early Downs	501	None.	None.	None.	No improvements.
14	John C. Ward	518	1,650.00	1,105.59	1,100.59	See Indian Office Report, page 26.
15	James W. Humphries	509	96.00	None.	None.	Place made since Aug. 11, 1886.
16	Luamma Humphries	508	590.00	395.20	395.20	See Indian Office Report, page 27.
17	Elizabeth Ward	517	None.	1,066.02	1,066.02	Do.
18	Bartholomew Gwinn	503	None.	None.	None.	No improvements.
19	Cyntha Gwinn	504	None.	None.	None.	Do.
20	Nancy Lucas	513	None.	None.	None.	Do.
21	Samuel J. Johnson	512	None.	None.	None.	Place made since Aug. 11, 1886.
22	George Jackson	511	None.	None.	None.	No improvements.
23	George Curtis Jackson	510	None.	None.	None.	Do.
24	Silas Timmons	488	None.	None.	None.	Place made since Aug. 11, 1886.
25	William A. Young	496	None.	None.	None.	No improvements.
26	Jacob Dickard	735	None.	None.	None.	Place made since Aug. 11, 1886.
27	Parley L. Dutcher	739	None.	None.	None.	Do.
28	Frederick Senig	1159	None.	None.	None.	No improvements.
29	James P. Plank	1044	None.	None.	None.	Do.
30	Belle Lipe	936	None.	1,500.00	1,500.00	See Indian Office Report, page 27.
31	David Crocket Bags	658	None.	None.	None.	Place made since Aug. 11, 1886.
32	Zachariah Clark Crow	669	None.	None.	None.	No improvements.
33	Harden Blansett	621	None.	380.00	380.00	See Indian Office Report, page 28.

34	Joseph W. Rogers	1112	None.	None.	None.	Place made since Aug. 11, 1886.
35	Polly Goins	787	None.	267.50	267.50	See Indian Office Report, page 29.
36	James F. Conely	712	None.	None.	None.	Place made since Aug. 11, 1886.
37	James Wood	1245	None.	None.	None.	Do.
38	Jacob Cotner	692	None.	None.	None.	Do.
39	Lewis Copple	713	None.	None.	None.	Do.
40	Lewis C. Copple	718	None.	None.	None.	Do.
41	David M. Copple	716	None.	None.	None.	Do.
42	Eli Copple	719	None.	None.	None.	Do.
43	William R. Copple	717	None.	None.	None.	Do.
44	Cyrus Byes	662	None.	None.	None.	Do.
45	James W. Weems	1240	None.	None.	None.	Do.
46	Robert Henry Bell	656	None.	None.	None.	Do.
47	Samuel F. Moore	965	None.	None.	None.	Claims nothing for himself.
48	Jack Hooper	868	None.	None.	None.	Place made since Aug. 11, 1886.
49	Jap Faries	764	None.	None.	None.	Do.
50	William C. Hogan	876	None.	None.	None.	No improvements.
51	Jesse L. Tyner	1193	None.	658.29	658.29	See Indian Office Report, page 30.
52	William A. Howard	885	None.	None.	None.	No improvements.
53	John P. Hall	860	1,840.00	630.60	630.60	See Indian Office Report, page 30.
54	James Goins	792	None.	None.	None.	No improvements.
55	James B. Watts	1265	None.	None.	None.	Do.
56	Newton J. Crawford	531	None.	None.	None.	Do.
57	William J. Watts, sr	1476	None.	2,448.40	2,448.40	See Indian Office Report, page 31.
58	William J. Watts, jr	1481	None.	None.	None.	Place made since Aug. 11, 1886.
59	William P. Black	1281	None.	None.	None.	Do.
60	John T. Blalock	1283	None.	979.20	979.20	See Indian Office Report, page 32.
61	Isom W. Field	1335	None.	None.	None.	Place made since Aug. 11, 1886.
62	Thomas H. Jackson	1364	None.	None.	None.	Do.
63	John A. Peterson	1401	None.	None.	None.	Do.
64	Alfred Winset	1485	344.00	None.	None.	Do.
65	Jefferson L. Morgan	1374	.....	None.	None.	Do.
66	John A. Boyett	1294	None.	530.42	530.42	See Indian Office Report, page 33.
66½	Delilah Boyett, estate of	1293	None.	None.	None.	Place made since Aug. 11, 1886.
67	William D. Shallenberger	1442	None.	None.	None.	No improvements.
68	Robert B. Jenkins	1363	None.	None.	None.	Place made since Aug. 11, 1886.
69	James S. Holden	1354	None.	None.	None.	Do.
70	Robert J. McLaughlin	1399	None.	None.	None.	No improvements.
71	Joseph B. McLaughlin	1397	None.	None.	None.	Do.
72	George S. Debalt	1319	None.	None.	None.	Place made since Aug. 11, 1886.
73	Andrew J. Upton	1453	None.	None.	None.	No improvements.
74	John W. Cousins	1304	None.	None.	None.	Place made since Aug. 11, 1886.
75	William W. Payne	1404	None.	None.	None.	Do.
75½	John Shannon and W. W. Payne	.....	None.	None.	None.	See Indian Office Report, page 34.
76	John Shannon	1429	None.	None.	None.	Claimant did not appear.
77	Charlie Shermer	1441	None.	800.00	800.00	See Indian Office Report, page 35.
78	Joe Shermer, et al	.....	None.	None.	None.	Do.
79	Jerry Fleetwood	1338	150.00	113.00	113.00	See Indian Office Report, page 36.
80	Susan M. Smith	1440	None.	853.25	853.25	Do.
81	John Day	1323	300.00	150.00	150.00	See Indian Office Report, page 37.

*About.

No. 4.—SCHEDULE OF AWARDS BY APPRAISERS OF INTRUDERS' IMPROVEMENTS IN CHEROKEE NATION, WITH MODIFICATIONS RECOMMENDED BY INDIAN OFFICE—Continued.

Schedule of intruders in the Cherokee Nation whose claims for compensation for improvements occupied by them in the nation have been investigated and reported on, etc.—Continued.

No. Appraisers' report.	Names of claimants.	No. on intruders' rolls.	Claimants' valuation of improvements.	Award by appraisers.	Recommended by Indian Office.	Remarks.
82	Jessie M. Allen	1266	None.	None.	None.	Place made since Aug. 11, 1886.
83	Thomas Hope	1358	$1,500.00	$833.95	$833.95	See Indian Office Report, page 38
84	William D. Blackard	1289	None.	709.30	709.30	Do.
85	William M. Daley	1324	None.	None.	None.	Place made since Aug. 11, 1886.
86	Marion H. Mabray	1376	None.	None.	None.	Do.
87	James L. Payne	1409	None.	None.	None.	Do.
88	John S. Woodward	1466	None.	None.	None.	Do.
89	Shadrack M. Carson	1312	None.	None.	None.	Do.
90	James L. Goins	1342	None.	None.	None.	Do.
91	William J. Beatty	1282	None.	None.	None.	Do.
92	Marion J. Taylor	.....	None.	None.	None.	Do.
93	Jacob M. Mabray	1378	None.	None.	None.	Do.
94	Samuel M. Watts	1478	None.	None.	None.	Do.
95	Charlie Duncan	1322	None.	None.	None.	Do.
96	James H. Morris	1382	None.	None.	None.	Do.
97	William H. Morris	1381	None.	None.	None.	Do.
98	Robert Watts	1460	None.	None.	None.	Do.
99	Marion Duncan	1321	None.	None.	None.	Do.
100	Martin Field	1337	500.00	None.	None.	Do.
101	James H. Roark	1416	None.	None.	None.	No improvements.
102	James M. Goins	1340	None.	None.	None.	Place made since Aug. 11, 1886
103	Arthur W. Miller	1373	None.	None.	None.	Do.
104	George W. Sumpter	1432	None.	None.	None.	Do.
105	Henry H. Harris	1352	None.	None.	None.	No improvements.
106	William L. Johnson	1359	600.00	None.	None.	Place made since Aug. 11, 1886.
107	Jacob A. Kiser	1366	None.	None.	None.	No improvements.
108	Geo. W. Risinghoover	1415	None.	None.	None.	Place made since Aug. 11, 1886.
109	Charley F. Knight	1365	None.	None.	None.	Do.
110	John H. Osbourn	1492	None.	None.	None.	Do.
111	Menter P. Azbill	1270	None.	None.	None.	Do.
112	William J. Azbill	1269	None.	None.	None.	No improvements.
113	Newton J. Gaugh	1339	None.	None.	None.	Do.
114	Lafayette G. Chastain	1306	None.	None.	None.	Place made since Aug. 11, 1886
115	James R. Berkley	1298	None.	None.	None.	Do.
116	Benjamin F. Latimer	1368	None.	None.	None.	Do.

117	John Walker	1459	None.	None.	None.	Do.
118	John B. Corbett	1308	None.	None.	None.	Do.
119	Francis M. Williams	1463	None.	None.	None.	Do.
120	Michael B. Burgess	1299	None.	None.	None.	Do.
121	Trenton A. Patillo	1406	None.	None.	None.	Do.
122	Samuel Massy	1396	None.	None.	None.	No improvements.
123	Nancy Jane Wyldon	1442	None.	None.	None.	Place made since Aug. 11, 1886.
124	Henry H. Patterson	1407	None.	528.20	528.20	See Indian Office Report, page 39.
125	Thomas H. Blackard	1297	None.	539.13	539.13	Do.
126	Thomas G. Parker and wife	1410	None.	407.95	407.95	Do.
127	Sarah L. Shannon	1437	None.	None.	None.	Place made since Aug. 11, 1886.
128	Eliza Williams, nee McClain	1388	None.	150.00	150.00	See Indian Office Report, page 40.
129	Alfred J. Watts	1458	13,992.84	2,300.00	2,300.00	Do.
130	Thomas F. Watts	1457	None.	431.92	431.92	Do.
131	George W. Walton	1480	None.	460.00	460.00	See Indian Office Report, page 41.
132	Marion J. Watts	1456	15,044.50	2,500.00	2,500.00	Do.
133	Meldona Claborn	1305	2,500.00	1,000.00	1,000.00	See Indian Office Report, page 42.
134	John Kesterson	1367	None.	None.	None.	No improvements.
135	Cintha Goins et al	1343	None.	None.	397.00	See Indian Office Report, page 42.
136	William T. Cherry	1491	None.	None.	None.	See Indian Office Report, page 43.
137	Jacob H. Neal	1488	2,500.00	1,260.00	12.60	See Indian Office Report, page 44.
138	Joseph Shermer	1487	None.	701.00	701.00	Do.
138½	Oliver H. Miller	1393	None.	None.	None.	No improvements.
139	Matesla Watts et al	1479	None.	845.75	845.75	See Indian Office Report, page 46.
140	Abednago Baize	1300	None.	None.	None.	Place made since Aug. 11, 1886.
141	John W. Thomas	1446	None.	None.	None.	No improvements.
142	Dave Allen	1276	None.	None.	None.	Place made since Aug. 11, 1886.
143	Thompson C. Gardenhire	1347	None.	None.	None.	No improvements.
144	Albin C. Gardenhire	1348	None.	None.	None.	Do.
145	James A. Morgan	1380	None.	None.	None.	Do.
146	William L. Scott	1435	None.	None.	None.	Place made since Aug. 11, 1886.
147	George Mabry	2354	None.	None.	None.	Do.
148	Isaac I. Barber	2087	1,525.00	None.	None.	Do.
149	Martha L. Blair	2086	None.	None.	None.	No improvements.
150	Thomas Hunt	2245	None.	None.	None.	Place made since Aug. 11, 1886.
151	Onus E. Barber	2088	None.	None.	None.	Do.
152	Samuel M. Blair	2777	None.	None.	None.	Do.
153	John C. Bledsoe	2085	None.	None.	None.	Do.
154	William Bledsoe	2084	500.00	None.	None.	Do.
155	David Frakes	2201	None.	None.	None.	Do.
156	Thomas J. Pierson	2406	None.	None.	None.	Do.
157	Hiram Frakes	2202	None.	None.	None.	No improvements.
158	Bryce M. Smart	2719	None.	None.	None.	Place made since Aug. 11, 1886.
159	John C. Kelley	1604	None.	None.	None.	No improvements.
160	Thomas L. Clinkingbeard	1531	None.	487.00	487.00	See Indian Office Report, page 47.
161	Samuel C. Hill	1563	2,500.00	1,011.50	1,011.50	Do.
162	T. J. Gambel	1555	None.	None.	None.	Place made since Aug. 11, 1886.
163	William H. and Mary J. Corbett	1521	None.	None.	None.	Do.
164	William N. Corbett	1523	None.	None.	None.	Do.
165	Charles G. Corbett	1522	None.	None.	None.	Do.
166	Mahala Rule	1622	None.	None.	None.	Do.
167	Alexander Harris	1559	None.	671.10	671.10	See Indian Office Report, page 48.

No. 4.—SCHEDULE OF AWARDS BY APPRAISERS OF INTRUDERS' IMPROVEMENTS IN CHEROKEE NATION WITH MODIFICATIONS RECOMMENDED BY INDIAN OFFICE—Continued.

Schedule of intruders in the Cherokee Nation whose claims for compensation for improvements occupied by them in the nation have been investigated and reported on, etc.—Continued.

No. Appraisers' report.	Names of Claimants.	No. on intruders' rolls.	Claimants' valuation of improvements.	Award by appraisers.	Recommended by Indian Office.	Remarks.
168	James A. Deshazo	1540	None.	$1,068.00	$1,068.00	See Indian Office Report, page 48.
169	William A. Barber	1657	None.	None.	None.	See Indian Office Report, page 49.
170	George W. Brown	1658	None.	151.00	151.00	See Indian Office Report, page 51.
171	John Cope	1663	500.00	124.00	124.00	Do.
172	Jerry Hubbard	1578	$1,400.00	None.	None.	Place made since Aug. 11, 1886.
173	Edna H. Quiggins	.....	None.	None.	None.	Do.
174	Westley and Charles Boyd	1505	None.	None.	None.	Do.
175	Charley Boyd	1694	None.	None.	None.	Do.
176	La Fayette Hood	1824	None.	None.	None.	Do.
177	James A. Simmons	1972	None.	None.	None.	No improvements.
178	Mary E. Truitt	1643	None.	None.	None.	Place made since Aug. 11, 1886.
179	Edgar Hubbard	1573	None.	None.	None.	Do.
180	John J. Hubbard	1571	None.	None.	None.	Do.
181	Caleb Hubbard	1572	None.	None.	None.	Do.
182	Simon J. Hubbard	1570	None.	None.	None.	Do.
183	Joseph A. Hubbard	1692	None.	331.00	331.00	See Indian Office Report, page 51.
184	Martin F. Hubbard	1574	None.	None.	None.	Place made since Aug. 11, 1886.
185	Woodson Hubbard	1568	None.	None.	None.	See Indian Office Report, page 52.
186	Sion S. Haynes	1590	None.	None.	None.	Place made since Aug. 11, 1886.
187	Ruben C. Moore	1698	None.	None.	None.	No improvements.
188	Alexander Van Winkle	1695	None.	None.	None.	Place made since Aug. 11, 1886.
189	William Pyatt	.....	None.	None.	None.	Do.
190	John D. Collins	1764	None.	None.	None.	Do.
191	Joseph H. Alley	1708	None.	None.	None.	No improvements.
192	Milton Starbuck	1637	None.	None.	None.	Place made since Aug. 11, 1886.
193	Jesse J. McGee	1919	None.	None.	None.	No improvements.
194	John T. Cox	1752	None.	None.	None.	Do.
195	Daniel Jones	1601	None.	None.	None.	Do.
196	Jesse M. Richardson	1957	None-	None.	None.	Do.
197	David Pitts	.....	None.	None.	None.	Place made since Aug. 11, 1886.
198	Anna M. Hart	1823	None.	None.	None.	Do.
199	W. F. Smith	1636	None.	None.	None.	Do.
200	Claude G. Braught	1498	None.	1,342.00	1,342.00	See Indian Office Report, page 52.
201	William Crockett	1520	None.	None.	None.	See Report No. 202.
202	William Crockett et al	1520	None.	720.00	720.00	See Indian Office Report, page 52.

203	Jno. W. and H. T. Chastine	1704	None.	725.50	725.50	See Indian Office Report, page 53.
204	H. T. Chastine	1404	None.	None.	None.	See Report No. 203.
205	J. W. Chastine	1533	None.	None.	None.	Do.
206	James W. Crockett	1515	None.	449.00	449.00	See Indian Office Report, page 54.
207	John R. Shields	1638	None.	None.	None.	No improvements.
208	Westley B. Brewer	1499	None.	None.	None.	Do.
209	Kinchen Perry West	1653	None.	None.	None.	Do.
210	John C. Dials	1536	None.	None.	None.	Place made since Aug. 11, 1886.
211	Andrew M. Lanford	1886	None.	None.	None.	No improvements.
212	James Price	1620	None.	481.00	481.00	See Indian Office Report, page 55.
213	Samuel T. Crockett	1516	None.	940.55	940.55	Do.
214	Ely James	1594	None.	None.	None.	Place made since Aug. 11, 1886.
215	William Henry Moore	1684	3,000.00	1,000.00	1,000.00	See Indian Office Report, page 56.
216	William Smith	.....	None.	None.	None.	No improvements.
217	Cyrus and A. C. Hadley	1582–4	None.	None.	None.	Do.
218						
219	Frank Cox	1754	None.	None.	None.	Do.
220	Benjamin Beck	1720	None.	None.	None.	Place made since Aug. 11, 1886.
221	Ishmael Davis, administrator	1538	None.	600.70	600.70	See Indian Office Report, page 56.
222	George Davis	1539	None.	None.	None.	Place made since Aug. 11, 1886.
223	Ishmael Davis	2028	None.	398.80	398.80	See Indian Office Report, page 57.
224	Lucinda K. Smith	2478	None.	None.	None.	Place made since Aug. 11, 1886.
225	John W. Miller	2362	None.	None.	None.	No improvements.
226	Joseph J. Harris	2228	None.	None.	None.	Do.
227	William W. Hailey	.....	.....	.....	.....	This claimant is postmaster at Blue Jacket, and not liable to removal. See Report, page 7.
228	Hezekiah A. Henley	2259	None.	None.	None.	Place made since Aug. 11, 1886.
229	Salathiel M. Stubbs	2456	None.	446.00	446.00	See Indian Office Report, page 58.
230	Junius O. Hill	2258	None.	444.75	444.75	Do.
231	William L. Snyder	2713	None.	353.00	353.00	See Indian Office Report, page 59.
232	Richard Puffer	2417	None.	55.25	55.25	Do.
233	Henry M. Puffer	2418	None.	126.40	126.40	See Indian Office Report, page 60.
234	Leander Litt	2650	None.	None.	None.	Place made since Aug. 11, 1886.
235	Moses Litt	2649	None.	None.	None.	Do.
236	Sidia Beck	2546	None.	None.	None.	No improvements.
237	Joseph H. Binns	1502	None.	None.	None.	Place made since Aug. 11, 1886.
238	Tave Powers	.....	None.	None.	None.	No improvements.
239	George W. Scruggs	2441	None.	424.50	424.50	See Indian Office Report, page 60.
240	James C. Scruggs	2442	None.	None.	None.	No improvements.
241	Taylor Goins	2223	None.	None.	None.	Place made since Aug. 11, 1886.
242	Henry Scheinder	2727	None.	308.35	308.35	See Indian Office Report, page 60.
243	Benson Pack	2393	None.	653.00	653.00	See Indian Office Report, page 61.
244	James Pack	2394	None.	199.17	199.17	Do.
245	John Arnett	2040	None.	None.	None.	Place made since Aug. 11, 1886.
246	Marcus Baird	2073	None.	924.50	924.50	See Indian Office Report, page 62.
247	Samuel Pace	2398	None.	None.	None.	Place made since Aug. 11, 1886.
248	Samuel B. Belew	2075	None.	665.00	665.00	See Indian Office Report, page 62.
249	Sidney Belew	2076	None.	None.	None.	Place made since Aug. 11, 1886.
250	John H. Harris	2231	None.	930.00	930.00	See Indian Office Report, page 62.
251	William Smith	2471	None.	853.00	853.00	See Indian Office Report, page 63.
252	David I. Elliot	2187	None.	300.00	300.00	See Indian Office Report, page 64.
253	David B. Bryant	2048	None.	374.84	374.84	Do.

No. 4.—SCHEDULE OF AWARDS BY APPRAISERS OF INTRUDERS' IMPROVEMENTS IN CHEROKEE NATION, WITH MODIFICATIONS RECOMMENDED BY INDIAN OFFICE—Continued.

Schedule of intruders in the Cherokee Nation whose claims for compensation for improvements occupied by them in the nation have been investigated and reported on, etc.—Continued.

No. Appraisers' report.	Names of claimants.	No. on intruders' rolls.	Claimants' valuation of improvements.	Award by appraisers.	Recommended by Indian Office.	Remarks.
254	Daniel Mabry	2343	None.	$433.50	$433.50	See Indian Office Report, page 65.
255	Gov. Belew	2070	None.	1,157.75	1,157.75	Do.
256	William P. Ward	2531	None.	None.	None.	No improvements.
257	Nora Baldwin	.....	None.	None.	None.	Place made since Aug. 11, 1886.
258	Monroe E. Belew	2072	None.	1,210.00	1,210.00	See Indian Office Report, page 66.
259	Levi J. Belew	2071	None.	844.50	844.50	See Indian Office Report, page 67.
260	W. Spratt Scott	2439	None.	None.	None.	Place made since Aug. 11, 1886.
261	John E. Bell	2059	None.	None.	None.	Do.
262	Philip J. Bell	2060	None.	None.	None.	Do.
263	V. O. Crawford	2166	None.	1,145.50	1,145.50	See Indian Office Report, page 67.
264	J. W. Blackburn	2064	None.	None.	None.	Place made since Aug. 11, 1886.
265	Jessie H. Bell	2061	None.	None.	None.	Do.
266	John C. Flippin	2200	None.	None.	None.	No improvements.
267	Samuel C. Ward	2831	None.	None.	None.	Place made since Aug. 11, 1886.
268	Moses M. Bell	2062	None.	None.	None.	Do.
269	Clark Manley	2141	None.	None.	None.	No improvements.
270	N. A. and J. W. Coleman	2141	None.	None.	None.	Place made since Aug. 11, 1886.
271	Elijah J. Warren	2519	None.	None.	None.	Do.
272	Antwine Gillis	2218	None.	790.65	790.65	See Indian Office Report, page 69.
273	Martha Hamilton	.....	None.	None.	None.	No appearance put in.
274	John G. Lloyd	2648	None.	364.75	364.75	See Indian Office Report, page 71.
275	Mary A., widow of G. W. Lloyd	2646	None.	117.00	117.00	Do.
275	W. W. Lloyd, heir of G. W. Lloyd	2647	None.	117.00	117.00	Do.
275	Minnie, heir of G. W. Lloyd	.....	None.	117.00	117.00	Do.
276	William Lloyd	.....	.....	.....	.....	See No. 275.
277	J. B. Gillis	2219	None.	None.	None.	Place made since Aug. 11, 1886.
278	William P. Munson	2663	None.	686.35	686.35	See Indian Office Report, page 71.
279	William A. Munson	2667	None.	None.	None.	No improvements.
280	Westley T. Phillips	2415	None.	573.95	573.95	See report, page 72.
281	Arrelious or Alonzo Roberts	.....	None.	417.34	417.34	See Indian Office Report, page 72.
282	Thomas Hill	2249	None.	494.50	494.50	See Indian Office Report, page 73.
283	Francis M. Du Foe	2178	None.	339.50	339.50	Do.
284	William Stephens	2463	None.	1,177.50	1,177.50	Do.
285	C. C. and Mattie Ayers	2038	$7,589.00	None.	None.	Place made since Aug. 11, 1886.
286	Leo H. Singleton	2449	None.	601.00	601.00	See Indian Office Report, page 75.

287	Robert B. Croan	2148	None.	None.	None.	No improvements.
288	Perry Hill	2248	None.	54.50	54.50	See Indian Office Report, page 75.
289	V. and Jacob Ryan	2420	None.	None.	None.	Place made since Aug. 11, 1886.
290	John B. Belew	2074	None.	600.50	600.50	See Indian Office Report, page 75.
291	William Harrell	2241	None.	335.00	335.00	See Indian Office Report, page 77.
292	George B. McGlasson	2378	None.	None.	None.	Place made since Aug. 11, 1886.
293	Eugene D. Ficklin	2780	None.	None.	None.	Do.
294	Walter A. McNally	1920	None.	None.	None.	Do.
295	Robert L. Singleton	2715	None.	407.25	407.25	See Indian Office Report, page 77.
296	Samuel H. Skinner and wife	2781	None.	1,559.25	1,559.25	Do.
297	Hannah Flippin	2779	None.	None.	None.	No improvements.
298	M. E. Milford	2359	None.	None.	None.	Do.
299	Stephen Edwards	2788	None.	None.	None.	Do.
300	Thomas Moore	.....	None.	None.	None.	Do.
301	Clarence Meredith	1693	None.	None.	None.	Do.
302	R. C. Edgerton	2196	None.	None.	None.	Nos. 302 and 303 dropped from intruder roll at request of principal chief, Cherokee Nation. See Indian Office Report, page 79.
303	Billie Bibles	2093	None.	None.	None.	
303	W. W. Hadley	2261	None.	None.	None.	
303	One Fitzgerald	2207	None.	None.	None.	
303	Richard Byrd	2564	None.	None.	None.	
304	H. H. Hubbard	1685	None.	None.	None.	
305	Henry Myers	2675	400.00	286.00	286.00	
306	Henry Smith and Annie Smith	1632	None.	305.40	305.40	
307	Newton M. Miller	1897	None.	None.	None.	No improvements.
308	Benjamin H. Curry	1525	None.	None.	None.	Place made since Aug. 11, 1886.
309	Thomas J. Elliot	2188	1,800.00	910.09	910.09	See Indian Office Report, page 81.
310	Leonard A. Beard	1506	None.	None.	None.	Place made since Aug. 11, 1886.
311	Richard J. Beatty	2051	1,200.00	738.00	738.00	See Indian Office Report, page 81.
312	Wiley Jones	1595	None.	160.00	160.00	Do.
313	Samuel Replogle	322	30,400.00	2,636.00	2,636.00	See Indian Office Report, page 81.
314	George M. Nichols	1490	None.	1,170.00	1,170.00	Do.
315	Answell F. Morris	1384	None.	None.	None.	Place made since Aug. 11, 1886.
				64,853.36	68,645.36	

DEPARTMENT OF THE INTERIOR,
Office of Indian Affairs, May 27, 1895.

The foregoing schedule of nine pages of awards made by Joshua Hutchins, Peter H. Pernot, and Clem V. Rogers, Appraisers appointed by the President under the act of March 3, 1893 (27 Stat. L., 641), to appraise improvements of intruders in the Cherokee Nation, is hereby submitted to the Secretary of the Interior, with the recommendation that the said awards of the Appraisers aforesaid be modified as indicated in said schedule, and that the same be approved as modified.

THOS. P. SMITH, *Acting Commissioner.*

DEPARTMENT OF THE INTERIOR, *August 3, 1895.*

The foregoing schedule of nine pages of awards made by Appraisers appointed by the President to appraise improvements of intruders in the Cherokee Nation, as modified by the Commissioner of Indian Affairs, is hereby approved.

HOKE SMITH, *Secretary.*

No. 5.

CHEROKEE FREEDMEN.—LIST NO. 1.

[Embracing names of persons on the "Wallace roll" reported by the Cherokee authorities as intruders. The letter "*a*" immediately following the number used in the following list indicates that the name is on the list submitted with the Appraisers' special report 316. Where the letter is not used the number refers to the special report of the Board of Appraisers' series "Cherokee freedmen claimants."]

3. Jennie Cross.
6. Thomas Mayfield.
9. James Taylor.
11. John Gunter.
13. Henry Gunter.
14. Lewis Gunter.
15. Isaac Gunter.
17. Mariah Nave.
18. Rube Nave.
18½. Wash Nave.
18½. Sarah Burgess.
19. Emory Kirk.
21. Walker Johnson.
23. Joe Bean.
23. Rachael Bean.
23. Joshua Bean.
24. Nelson Martin.
25. Cornelius Ridge.
26. Thomas Mayfield.
27. Katie Ridge.
30. George Bryant.
31. Eddie Vann.
32. James Martin.
34. Arthur Martin.
36. John Armstrong, or Towers.
37. Joe McClane.
39. George W. Vann.
41. Joseph Bruner.
44. Callis West.
45. Henry West.
46. Houston West.
48. Mary Jane Youngblood (née Wright).
54. Charlie Mayfield.
55. John McDonald.
56. Robert Barnes.
58. Thomas Bell, or Smith.
59. Samuel Barnes.
60. Isam Johnson.
62. Jackson Fields.
63. Arthur Bean.
64. Tobias Bean.
65. Lewis Martin.
66. William Todd.
67. Calvin Hildebrand.
68. Joseph Davis.
2*a*. Charley Blackburn.
5*a*. William Beason.
6*a*. George Brown.
9*a*. Bill Davis.
11*a*. Mose Harwick.
12*a*. Abe Hare.
13*a*. Pete Hudson.
14*a*. Charley Hughes.
16*a*. Reuben Johnson.
17*a*. Harrison Johnson.
20*a*. Tobe Looney.
21*a*. Steve Looney.
22*a*. George Lane.
23*a*. Charley Landrum.
24*a*. William Madden.
25*a*. John Madden.
26*a*. Sookey Mays.
28*a*. John Nash.
29*a*. Ike Rogers.
31*a*. Ed. Rowe.
32*a*. Joe F. Ross.
33*a*. Jack Ross.
37*a*. Caroline Chambers.
38*a*. Elias Downing.
39*a*. Andy Daniels.
51*a*. Jack Musgrove.
52*a*. Charles Martin.
53*a*. Joe Manley.
54*a*. David Martin.
64*a*. Mose Ross.
66*a*. Charles Starr.
67*a*. Mose Smith.
70*a*. William Thompson.
73*a*. Charley Vann.
76*a*. Ben Ward.
77*a*. Dave Ward.
78*a*. Peter Ward.
79*a*. Abe Ward.
80*a*. Berry Ward.
81*a*. Squire Ward.
82*a*. Emanuel Ward.
83*a*. Sam Whitmire.
84*a*. Mose Whitmire.
94*a*. Henry Bean.

No. 6.

CHEROKEE FREEDMEN.—LIST NO. 2.

[Embracing names of persons reported by the Cherokee authorities as intruders, the same being recommended to be suspended from the intruder rolls, subject to investigation as to status of their families. The letter "*a*" immediately following the number used in the following list indicates that the name is on the list submitted with the appraisers' special report 316. Where the letter is not used the number refers to the special report of the Board of Appraisers, series "Cherokee freedmen claimants."]

1. Richard Gross.
2. Henry Thomas.
4. Thomas A. Fort.
5. Andrew Council.
7. Roland Mayfield.
8. Emberry Mayfield.
10. Simpson Bean.
12. Elizabeth Gunter, or Crossland.
16. Charles Phillips.
20. Jane Kernel.
22. Kenney Wickliff.
28. Stephen Hight.
29. Kizzie Armstrong.
33. Andrew Linn.
35. Elsie Thompson.
38. Fred Le Flore.
40. Charlie Morris.
42. James Evans.
43. Rufus Huntingdon.
47. Caroline McClure.
49. Collie Albert.
50. Coleman Wofford.
51. Julia Chambers.
52. Charlie McClain.
53. Jenny W. Reed.
57. Jessie Jackson and wife.
69. Dinnis Hicks.
70. Rufus McGhee and wife.
1*a*. Doc Brown.
3*a*. Richard Baxter.
4*a*. Marion Beck.
7*a*. Christopher C. Brown.
8*a*. Albert E. Brown.
10*a*. Mose Gibson.
15*a*. A. Jones.
19*a*. Harry Jackson.
30*a*. Fil Rowe.
34*a*. Louis Blunt.
35*a*. Marion Beck.
36*a*. Felix Corban.
40*a*. Maria French.
41*a*. Jackson Gunter.
42*a*. Joe Harris.
43*a*. Perry Hill.
44*a*. Tom Hill.
45*a*. Taylor Henley.
46*a*. George Hazerings.
47*a*. Spencer Jones.
48*a*. Haywood Jones.
49*a*. J. G. Little.
50*a*. Dave Lane.
55*a*. Anderson Sagg.
56*a*. Boney Thompson.
57*a*. Moses Riley.
58*a*. Jerry Riley.
59*a*. Jesse Riley.
60*a*. Frank Riley.
61*a*. William M. Roberson.
62*a*. Tuckey Roberson.
63*a*. Martha Ann Roberts.
65*a*. Tom Reubel.
68*a*. T. Smith.
69*a*. Dica Simmons.
71*a*. Washington Thompson.
72*a*. Charles Thompson.
74*a*. James Webb.
75*a*. Abner Ward.
85*a*. Tilley Whitmire.
86*a*. F. Whitmire.
87*a*. W. J. Anderson.
88*a*. Eaton or Elton Armstrong.
89*a*. Mitchell Armstrong.
90*a*. Gus Armstrong.
91*a*. "Ceeler" (?) Adair.
92*a*. Ben Adair.
93*a*. Abe Ballard.
95*a*. John Bolen.

No. 7.

DEPARTMENT OF THE INTERIOR,
Washington, August 3, 1895.

SIR: I have received your report of May 27 last, upon the findings of the Board of Appraisers appointed by the President under the provisions of the act of March 3, 1893 (27 Stat. L., 612–641), to appraise the improvements of intruders within the Cherokee Nation who are occupying houses, lands, or improvements, which occupancy commenced before August 11, 1886, together with the reports of the said Board and accompanying papers, consisting of rolls, lists, records of evidence, etc.

The said Board of Appraisers entered upon the performance of their duties under instructions from your office, dated June 21, 1893, which were approved by the Department on the 7th of July of the same year.

From the reports submitted by them, it appears that they examined 386 cases of persons reported as intruders, of which 316 were of the class known as "Cherokee claimants by blood," and 70 of the class known as "Cherokee freedmen claimants."

It further appears that the said Board were furnished, from time to time, by the principal chief of the Cherokee Nation, with revised lists of persons said to be intruders in that nation, containing the names of 2,858 heads of families, representing an aggregate of 8,526 persons; that, of these 2,858 heads of families, 385 appeared before the Board and their claims for compensation were investigated. Of this number the board found that 117 were entitled to receive the value of their improvements, and as to another (Case No. 135, Cintha Goins et al.) they were in doubt, but appraised the value of the improvements and submitted for determination by the Department the question of the rights of the claimants.

In many cases where improvements had been appraised and awards made by the Board, it having been shown that portions of the same were made or acquired by the claimants subsequent to August 11, 1886, no allowance for the latter was made by the appraisers.

The Board further report that a large number of the persons represented to them by the Cherokee authorities as intruders, and included in the 2,858 heads of families heretofore alluded to, were persons who occupied improvements by lease—who occupied no improvements, but work for the claimant class of intruders, and who neither occupied improvements nor worked for Cherokee claimant intruders, but who remain in the nation without permit therefrom—"many 'quacks' practicing medicine without license from the Cherokee board of health, alleged preachers, and numerous migratory persons of both color found in the railroad towns.

"All classes of said intruders appear on the same rolls without discrimination."

The large number of these classes of so-called intruders satisfactorily explains the great discrepancy between the number of intruders reported by the Cherokee authorities and the number of those whose cases were personally investigated and reported upon by the Board, many of the aforesaid 2,858 heads of families being intruders without any interests in the nation, who might properly be termed "nonclaimant intruders."

The total awards by the appraisers in 117 cases were		$74,180.56
Added by your office:		
In Case No. 12	$3,400.00	
In Case No. 135	397.00	
	3,797.00	
Deduct for error in award in Case No. 14	5.00	
	3,792.00	
Total awards		77,972.56
Total amount of awards recommended by your office in 89 cases		68,645.36
Difference		9,327.20

This difference is explained as follows, viz:

Amount disallowed by your office, being awards by the appraisers to freedmen whose names are on the "Wallace roll," and who are consequently citizens of the nation, under the ninth article of the treaty of July 19, 1866, and decree of the Court of Claims, No. 17209 (see list No. 1)	$5,727.94
Amount suspended by your office, being awards by the appraisers to freedmen pending an investigation of their rights under the ninth article of the treaty of July 19, 1866, as fixed by the aforesaid decree of the Court of Claims (see list No. 2)	3,599.26
Total difference	9,327.20

Special reports were also submitted by the Board of Appraisers in 215 cases, given in detail on pages 84 to 88, inclusive, of your letter, in which they find, after taking evidence therein, that the claimants are not entitled to have the improvements occupied by them appraised, either for the reason that they were made subsequent to August 11, 1886, or that the same, although occupied, were not owned by them.

The evidence in the 89 cases treated of specifically and in detail on pages 6 to 83, inclusive, of your letter, seems so clear and conclusive that no review thereof appears necessary, and the findings of the Board, as modified by your office, are hereby approved.

In Case No. 12 (John O. Cobb page 6), the evidence also seems clear and conclusive that he is entitled to compensation for farms Nos. 3 and 4 (valuation, $3,400), as well as for farm No. 1, which was appraised by the Board in the sum of $3,000 and that amount awarded by them, making a total of $6,400 allowed this claimant, as recommended by your office—being a reversal of the findings of the Board as to said farms Nos. 3 and 4—is also approved.

Your recommendation in case No. 135, Cintha Goins et al., page 42, that the appraised value of certain improvements, $397, be awarded to the heirs of William and Mary Jane Goins, which does not involve the adjudication of the rights of the various heirs in the estate, is also hereby approved.

In cases No. 227, William W. Hailey, page 57, and Nos. 302 and 303, R. C. Edgerton, Billy Bibles, W. W. Hadley, one Fitzgerald, and Richard Byrd, page 79, for the reasons set forth in your report, these names will be regarded as erased from the list of intruders furnished the Board of Appraisers.

The names of the 89 freedmen which appear on list No. 1, and also on the "Wallace roll," which has been adjudicated as correct by the Court of Claims, in the case hereinbefore referred to, will also be stricken from the intruder list.

In the cases of the other "Cherokee freedmen claimants," whose names are given on list No. 2, it appearing that some of them may subsequently be found to be entitled to be protected in their rights to remain in the Cherokee Nation and enjoy the privileges of citizens of that Nation, for the reasons set forth in your letter, these names will be suspended from the list of intruders until the status of the families of such persons can be ascertained and determined by proper investigation.

The papers in the case, received with your letter, are returned herewith.

Very respectfully,

HOKE SMITH, *Secretary.*

The COMMISSIONER OF INDIAN AFFAIRS.

No. 8.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, August 10, 1895.

SIR: I have the honor to acknowledge receipt of your letter of August 3, 1895, returning the papers which accompanied the report from this office of May 27, 1895, relative to the appraisal of the improvements of intruders in the Cherokee Nation, under the provision contained in the act of March 3, 1893 (27 Stat. L., 641), and approving the findings of the Board of Appraisers as modified by this office in said report—but not instructing me as to what action this office shall take in further pursuance of the matter.

I am also in receipt of a letter of July 20, 1895, from C. J. Harris, the principal chief of the Cherokee Nation, asking that he be supplied with a copy of the report of the Board of Appraisers of improvements made by intruders in that nation as soon as the same shall have been approved by the Department; and stating that he desired it at the earliest practicable moment, in order that he might take proper action in connection therewith. He also stated that he would be obliged if I would at the same time advise him of the manner in which payment of the award shall be tendered to the claimant, that settlements may be simplified and facilitated.

By a clause in the last Indian appropriation act (28 Stat. L., 903) Congress directed the suspension of action under the act of March 3, 1893, as to the actual removal from the Cherokee country of persons designated by the authorities as intruders, until the appraisal of the value of improvements of such persons shall have been completed and approved by the Secretary of the Interior, and submitted by him to Congress, no removal of such intruders to be made earlier than January 1, 1896; but provided that whenever any intruder shall have been paid or tendered the appraised value of his improvements, if he does not immediately surrender possession of the same to the authorities of the Cherokee Nation, he shall pay rent therefor at the rate usual in the country; and that this provision shall not be construed to extend the time for the removal of intruders beyond the 1st day of January, 1896.

In a letter of April 1, 1895, the principal chief of the Cherokee Nation submitted certain questions as to the bearing of this law on the subject, categorically as follows:

(1) Who should make payment to the intruders of the appraised value of their improvements, or tender such payment—the authorities of the Cherokee Nation, the Indian Office, or the Interior Department?

(2) Should the intruders to whom payment or tender is made refuse to surrender the possession of his improvements to the Cherokee authorities, what authority shall determine what is the usual rent of the country? How shall such rent be paid—in kind or in what—and to whom shall it be paid?

(3) Does this provision suspend the removal of all intruders, or only those whose improvements may be appraised under the act of March 3, 1893, and who will be entitled to receive from the nation the appraised value of said improvements?

In a report dated May 1, 1895, the office submitted its views on these questions to the Department. As to question one, the opinion was expressed that in view of the fact that the law imposed upon the Department only the duties of removing intruders and the appraisal of their improvements in the Cherokee Nation, the amount awarded by such appraisal should be paid to the parties by the Cherokee Nation, but no opinion was expressed as to the manner in which the Cherokee Nation should tender payment to the claimant of the amount awarded.

Inasmuch as this Department will probably be called upon to take action should the intruders refuse to accept the amount tendered, or to surrender the improvements to the Cherokee Nation and refuse to pay rent therefor, it seems to me that the payments and tender of payments to be made by the Cherokee Nation should be in such a manner as that this office can be officially informed thereof in order that it might be able to determine, in case of necessity arising therefor, whether the tender has been made as contemplated by law and whether the intruder is liable under the law for the rental value of the improvements occupied by him.

The most feasible plan that at this time occurs to me would be for the Cherokee authorities who make this tender to take an acknowledgment in duplicate from the intruder of the fact of the tender, stating the date thereof and how made, whether in legal tender of the United States or otherwise, and also stating the actual amount offered. One part of said acknowledgment should be filed in this office, through the Union Agency, and the other part should be retained by the Cherokee authorities, if they so desire.

By this plan the office would be informed of all the facts in the case when any occasion should arise to make it necessary for the Department to act.

The second question submitted by Mr. Harris was for convenience and clearness divided into three parts in the said report of May 1, 1895, as follows: (*a*) To whom should the rent be paid? (*b*) How should it be paid? (*c*) Who shall determine what

is the usual rent of the country? As to question "*a*," the office expressed the opinion that the rent should be paid to the properly constituted authorities of the Cherokee Nation. As to the other questions, "*b*" and "*c*," the office was unable to suggest any method of a satisfactory determination thereof, but stated that the matters to which they relate appear to be such as could only be satisfactorily arranged by an agreement between the nation and the intruders.

As to question three, the opinion was expressed in that report that the law referred to not only suspended the removal of those intruders whose improvements had been appraised, but that it operated to suspend the removal of all the intruders in the nation until January 1, 1896.

In view of the fact that the provision in the last Indian appropriation act, above referred to, requires the intruders to pay rent to the Cherokee Nation after the tender of the value of the improvements, it would seem that the authorities of that nation would be entitled to have so much of the papers relating to the appraisals as would be necessary to inform them as to whose improvements have been appraised, and as to what sums have been awarded, in order that they might make the tender required of them to the parties at as early a date as practicable; but before furnishing the nation with the copies desired, I have the honor to request to be advised whether it is the wish of the Department that such action shall at this time be taken with regard to the matter, and I would also request that in order that I may be enabled to give the principal chief of the Cherokee Nation such instructions as to the questions propounded by him as may be in accordance with the views of the Department, that you instruct me relative thereto, said questions being fully set out in the report from this office of May 1, 1895.

The return of Mr. Harris's letter, which is herewith inclosed, is requested.

Very respectfully, your obedient servant,

D. M. BROWNING, *Commissioner.*

The SECRETARY OF THE INTERIOR.

No. 9.

DEPARTMENT OF THE INTERIOR,
Washington, August 13, 1895.

SIR: I am in receipt of your communication of the 10th instant, acknowledging receipt of Department letter of the 3d instant, approving of the findings of the Board of Appraisers appointed under the provisions of the act of March 3, 1893 (27 Stat. L., 641), to appraise improvements of intruders in the Cherokee Nation, as modified by your office in its report of May 27, last.

In view of a request of C. J. Harris, principal chief of the Cherokee Nation, in a letter addressed to you on July 20, last, that he be furnished with a copy of the report of the said Board of Appraisers, as soon as the same shall have been approved by the Department, and of certain questions propounded by the said principal chief, in a letter dated April 1, last, which were the subject of a report from your office on the 1st of May, last, you now ask what action your office shall take in further pursuance of the matter.

In reply, you are advised that I have considered the matters presented by Mr. Harris in his letters referred to, and concur in the conclusions reached by your office, as set forth in your said letters of May 1 and 10, instant, and you will advise Mr. Harris accordingly, and also furnish him with copies of such papers in the case as may be necessary to a perfect understanding of the matters, so that the Cherokee authorities charged by the laws of the nation with the duties to be performed in making settlements with the intruders whose status has been determined by the aforesaid Board of Appraisers, may be enabled to carry out the instructions of your office and the Department.

The letter of Mr. Harris, inclosed with yours of the 10th instant, is returned herewith.

Very respectfully,

WM. H. SIMS, *Acting Secretary.*

The COMMISSIONER OF INDIAN AFFAIRS.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 117.

STOUT, HALL & BANGS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

An examination and review of the contract between the United States and Stout, Hall & Bangs, and also a statement of the equitable sum due said contractors.

JANUARY 7, 1896.—Referred to the Committee on Claims and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, ——— ——, *189–*.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES:

By the act of Congress of March 2, 1895 (28 Stat. L., 94), it was provided:

That the Secretary of the Interior is authorized and directed to consider and examine the terms of the contract between the United States and William H. B. Stout, Cyrus J. Hall, and Isaac S. Bangs, dated April twenty-first, eighteen hundred and eighty-eight, for furnishing stone for the Congressional Library building, which was rescinded by the act of Congress of October second, eighteen hundred and eighty-eight, making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-nine, and to what extent it was executed prior to its rescission, and what payments have been made, and whether in justice and equity any sum in addition to the payments is due in his judgment to the contractors, and if so, itemize each sum and make report of his action at the beginning of the next Congress.

Messrs. Stout, Hall & Bangs, on July 20, 1895, filed an application before me for an accounting under said act. I have made a careful examination of the matter and have the honor to report:

The history of this claim is as follows: On the 21st day of April, 1888, Stout, Hall & Bangs entered into a contract with the United States to furnish granite for the walls of the cellar or sub-basement story of the Congressional Library building, in the city of Washington. The stone which they were to furnish, at the contract price, amounted in value to $257,760, as will hereafter more fully appear in the statement of the account. At the time the contract was made by them with the United States they were the owners of two granite quarries in the State of Maine, which were provided with skilled workmen, tools, engines, etc., for conducting their ordinary business of quarrying granite; but in consequence of the shortness of the time in which they were required to furnish this great quantity of stone, and in order to

is the usual rent of the country? As to question "*a*," the office expressed the opinion that the rent should be paid to the properly constituted authorities of the Cherokee Nation. As to the other questions, "*b*" and "*c*," the office was unable to suggest any method of a satisfactory determination thereof, but stated that the matters to which they relate appear to be such as could only be satisfactorily arranged by an agreement between the nation and the intruders.

As to question three, the opinion was expressed in that report that the law referred to not only suspended the removal of those intruders whose improvements had been appraised, but that it operated to suspend the removal of all the intruders in the nation until January 1, 1896.

In view of the fact that the provision in the last Indian appropriation act, above referred to, requires the intruders to pay rent to the Cherokee Nation after the tender of the value of the improvements, it would seem that the authorities of that nation would be entitled to have so much of the papers relating to the appraisals as would be necessary to inform them as to whose improvements have been appraised, and as to what sums have been awarded, in order that they might make the tender required of them to the parties at as early a date as practicable; but before furnishing the nation with the copies desired, I have the honor to request to be advised whether it is the wish of the Department that such action shall at this time be taken with regard to the matter, and I would also request that in order that I may be enabled to give the principal chief of the Cherokee Nation such instructions as to the questions propounded by him as may be in accordance with the views of the Department, that you instruct me relative thereto, said questions being fully set out in the report from this office of May 1, 1895.

The return of Mr. Harris's letter, which is herewith inclosed, is requested.

Very respectfully, your obedient servant,

D. M. BROWNING, *Commissioner.*

The SECRETARY OF THE INTERIOR.

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In reply, you are advised that I have considered the matters presented by Mr. Harris in his letters referred to, and concur in the conclusions reached by your office, as set forth in your said letters of May 1 and 10, instant, and you will advise Mr. Harris accordingly, and also furnish him with copies of such papers in the case as may be necessary to a perfect understanding of the matters, so that the Cherokee authorities charged by the laws of the nation with the duties to be performed in making settlements with the intruders whose status has been determined by the aforesaid Board of Appraisers, may be enabled to carry out the instructions of your office and the Department.

The letter of Mr. Harris, inclosed with yours of the 10th instant, is returned herewith.

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The COMMISSIONER OF INDIAN AFFAIRS.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 117.

STOUT, HALL & BANGS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

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Messrs. Stout, Hall & Bangs, on July 20, 1895, filed an application before me for an accounting under said act. I have made a careful examination of the matter and have the honor to report:

The history of this claim is as follows: On the 21st day of April, 1888, Stout, Hall & Bangs entered into a contract with the United States to furnish granite for the walls of the cellar or sub-basement story of the Congressional Library building, in the city of Washington. The stone which they were to furnish, at the contract price, amounted in value to $257,760, as will hereafter more fully appear in the statement of the account. At the time the contract was made by them with the United States they were the owners of two granite quarries in the State of Maine, which were provided with skilled workmen, tools, engines, etc., for conducting their ordinary business of quarrying granite; but in consequence of the shortness of the time in which they were required to furnish this great quantity of stone, and in order to

promptly fulfill the said agreement on their part, they made large additional and expensive equipments of said quarries. After these additional preparations had been made, they immediately began the work of quarrying stone with the purpose of fulfilling their said contract, and very soon thereafter began delivering stone and continued to deliver it promptly up to the 2d day of October, 1888, when in consequence of the arbitrary annulment of their contract by Congress, the delivery ceased. Their contract with the United States was not annulled for any fault on their part, but because of a change in the plans of the building and the material to be used in its construction.

The act of Congress which annulled their contract provided, "all loss or damage occasioned thereby or arising under said contract * * * may be adjusted and determined by the Secretary of the Interior, to be paid out of the sums heretofore or hereby appropriated." Pursuant to this provision for the adjustment of the loss and damage sustained by Stout, Hall & Bangs for the breach of their contract, they submitted to my predecessor, Mr. Secretary Vilas, their claim for loss and damage; but this was not done until January 30, 1889, and owing to the fact that there remained only a few weeks of his official term, and the difficulty of stating an account properly in so short a time, Secretary Vilas declined to act in the matter, and suggested that it be brought to the attention of his successor. This was not done, but Stout, Hall & Bangs, in April, 1889, instituted their suit against the United States in the Court of Claims, setting up their contract and the breach thereof by the act of Congress aforesaid, and asking for judgment for damage occasioned thereby in the sum of $256,334.80.

In said suit they obtained judgment against the United States for the sum of $66,885.25. There was no appeal from this judgment, and on March 3, 1893, Congress made an appropriation to satisfy said judgment, and the said amount was paid to the petitioners. After acceptance of the amount appropriated to pay the judgment obtained in the Court of Claims, they filed a petition before the Interior Department, asking that the Secretary investigate the amount due them under the act of October 2, 1888. This application was refused on the ground that Stout, Hall & Bangs had elected to proceed before the Court of Claims and their damages had been fixed by a judicial tribunal. Subsequently they petitioned Congress for further relief, and by the act of Congress of March 2, 1895, supra, it was provided as hereinbefore quoted.

Under this act I am required to report to Congress whether in justice and equity any sum additional to the payments is due to the contractors.

As before stated, the claim which I am required to investigate had already been heard before the Court of Claims, and this court had fixed, after a full review of the facts, the amount of damage to which Stout, Hall & Bangs were entitled. They accepted the judgment of the court without appeal, and collected the money. These facts had transpired before the act of March 2, 1895, was passed, and yet this act does not mention the judgment of the Court of Claims, nor does it provide that I shall consider that judgment in determining whether "justice and equity" requires an additional sum to be paid to these contractors. I understand, therefore, that I am precluded from giving the opinion that parties who have had a fair trial before a court of competent jurisdiction, and who have accepted the judgment of the court without appeal and have collected their money, are not "in justice and equity" entitled to any further hearing or to any further payment.

I shall therefore undertake to give an opinion on the claims of Stout, Hall & Bangs, just as though they had not already been afforded a

full trial before a court. In doing so I am compelled to utilize the record which the Court of Claims used, prescribing the testimony in the case.

The statement of the claim that petitioners now make is as follows:

The total amount of stone required by the contract was 166,293 cubic feet; the total contract price was $257,760; average price per cubic foot, $1.55. The cost to petitioners of furnishing the stone under the contract was fully covered by the following items:

Quarrying, including plant	$0.14
Stonecutters' wages in finishing	.46
Tools, oversight, etc	.12
Transportation to Washington	.13
Transportation in Washington	.04
(These items include loading and unloading.)	
Loss through inspection	.04
	.93

There should be charged to the United States:

1. Granite delivered and accepted, 26,173 1/2 cubic feet, at $1.55 per cubic foot	$40,569.31
2. Granite at site of building, not inspected, 8,449 cubic feet, at $1.55, less 4 cents per cubic foot loss from inspection (i. e., $1.51 per cubic foot)	12,757.99
3. Granite at wharf in Washington, 6,573 cubic feet, at same rate, less 4 cents for hauling and 4 cents loss after inspection (i. e., $1.47 per cubic foot)	9,662.31
4. Granite at quarries, ready for shipment, 10,270 cubic feet, at same rate, less 13 cents freight to Washington, 4 cents for hauling to building, and 4 cents loss after inspection (i. e., $1.34 per cubic foot)	14,761.80
5. Granite at quarries, partially cut, 1,897 cubic feet, at same rate, less 42 cents for finishing and 21 cents for transportation and loss through inspection, 92 cents per cubic foot	1,735.24
6. Granite, rough, at quarries, 2,310 cubic feet, at same rate, less finishing, 61 cents; transporation, delivery, and loss from inspection, 21 cents (i. e., 73 cents per cubic foot)	1,686.30
7. Granite in ledge, remaining to be quarried, 109,748 cubic feet, at $1.55 per cubic foot, less 93 cents cost of delivery, inspection, quarrying, finishing, transportation, tools, oversight, plant, etc	68,043.76
Total	149,216.71

Petitioners insist that there should be further charged to the United States:

8. Profit of $16 per 1,000 on 383,103 paving blocks, which petitioners would have made in quarrying the 114,931 cubic feet of granite remaining to be quarried and finished	$6,129.65
9. Four days demurrage on schooner *Puritan*	64.00
10. Loss of rental on boarding houses and tenements, at $158.58 per month, for eight months	1,268.64
11. Cost of derricks at Washington	2,000.00
12. Rental of wharves in Washington	1,125.00
13. Salaries which petitioners paid and had to pay employees employed on yearly salaries, to wit: Beecher, five months, $1,041; Cramer, five months, $750; Havey, five months, $625; and Warren, four months and a half, $675	3,091.00
Total	16,769.29
Grand total	165,986.00
There should be credited to the United States cash payments prior to the judgment of Court of Claims	49,469.41
Cash for granite sold at wharf in Washington, $1,402.17 and cash for sale of derricks $350	1,752.17
Total	51,221.58

Balance due January 1, 1889	$114.764.42
14. Interest on $114,764.42 to March 3, 1893, date of appropriation to pay judgment of Court of Claims	28,691.10
	143,455.52
To be reduced by amount appropriated to pay said judgment	66,885.25
Balance due March 3, 1893	76,570.27
15. Interest on same to date from March 3, 1893	10,719.83
Total	87,290.10

In addition to this petitioners further insist that they should be allowed for loss and damage resulting from being deprived of work for fall and winter following the breach of contract, idleness of tools, workmen, and machinery until next season, uselessness of tools and machinery specially bought for this contract, destruction of credit of petitioners and consequent dissolution of their partnership, and time and expenses of petitioners in the prosecution of their claim, $140,000, or so much thereof as in justice and equity may seem proper. And in event such allowance is made to petitioners on account of the last item, then that the United States should be credited with "less time plaintiffs engaged and for release from care, trouble, risk, and responsibility attending a full execution of the contract," following the language of the rule laid down by the Court of Claims.

It appears from the record before me that prior to the judgment rendered by the Court of Claims petitioners had been paid for stone delivered the sum of $49,469.41, and they have been paid the amount of the judgment obtained in the Court of Claims, to wit, $66,885.25.

It is admitted that the petitioners come with clean hands, being entirely without fault in the annulment of their contract, and it seems to me the only thing left for me to determine is what further amount, if any, petitioners should be allowed, "in justice and equity," for such abrogation of their contract by Congress. There is necessarily some uncertainty in the measurement of damages; but the lack of certainty in the measurement of damages is not a reason for refusing compensation, certainly not in view of the provisions of the two acts of Congress above quoted.

The rule for ascertaining the amount of damages one is entitled to receive in a case like this is clearly stated by the Supreme Court of the United States as follows:

> When one party enters upon the performance of a contract and incurs expense therein, and being willing to perform, is, without fault of his own, prevented by the other party from performing, his loss will consist of two distinct items of damage: (1) his outlay and expenses, less the value of materials on hand; (2) the profits he might have realized by performance, which profits are related to the outlays, and include them and something more. The first item he may recover in all cases, unless the other party can show the contrary, and the failure to prove profits will not prevent him from recovering it. The second he may recover when the profits are the direct fruit of the contract and not too remote or speculative.
>
> In an action for breach of contract by wrongfully putting an end to it, the party committing the wrong is estopped from denying that the other party had been damaged to the extent of his actual loss and outlay fairly incurred. (United States *v.* Beham, 110 U. S., 339, and approved in Lovell et al. *v.* St. Louis Mutual Life Insurance Company et als., 11 U. S., 264, 274.)

Applying this rule to the matter under consideration, and accepting the method of stating the account adopted by the petitioners, the whole case may be disposed of under the head of "profits," except two or three items, which will receive separate and independent consideration.

The total amount of stone required by the contract was approximately 166,293 cubic feet. The record shows a slight difference in the

calculation as to the number of feet required, but 166,293 cubic feet is nearly enough correct to be accepted as the basis of calculation.

The total contract price was $257,760, thus making the average price per cubic foot $1.55. The sum total of the cost of furnishing the stone under the contract is calculated by the petitioners to be 93 cents per cubic foot. This is made up, as has been seen, by the following items:

Quarrying, including plant	$0.14
Stonecutters' wages in finishing	.46
Tools, oversight, etc	.12
Transportation to Washington	.13
Transportation in Washington	.04
Loss through inspection	.04
Total	.93

An examination of the evidence submitted by the petitioners and the Government, while the aforesaid suit was pending in the Court of Claims, shows by a decided preponderance that this statement is correct as far as it goes. There was evidence submitted in that case tending to show that the item, "Quarrying including plant," should be placed at a much higher figure than 14 cents per cubic foot; that the item, "Stonecutters' wages in finishing," should be placed at 49 cents instead of 46 cents, and that there should also be added to these two items, one for loading, .0017 cent, and for unloading at Washington, 4 cents; thus increasing the cost of furnishing the stone to $1.147 per cubic foot. I have examined the evidence on this point, and I am satisfied that the petitioners' statement must, by a well-known rule of evidence, be accepted. The petitioners and their witnesses testify from entries on their books, while the witnesses for the Government could necessarily give no evidence of a positive character, and drew their conclusion by comparisons based on their experience in operating other quarries, and their observations on the cost of quarrying in other localities.

It will be noticed, however, that the petitioners in making up their items of debit and credit charge the Government with three items which are properly a part of the cost of furnishing the stone, but do not include them in the calculations in making up the cost of furnishing the same as the basis of their claim for profits. These are:

Cost of derricks at Washington	$2,000
Rental of wharves at Washington	1,125
Salaries which petitioners paid and had to pay employees, etc	3,091
Total	6,215

If the contract had been carried to completion, their expenses would have been the same, and in that event the Government would surely not have been chargeable with these items or with any part of the same. Inasmuch as petitioners in their statement of account proceed on the idea that they are entitled to contract price, less estimated cost of furnishing the stone, and do not include these items in their estimate of cost, it would be manifestly unjust to the Government to allow said items under the head of expenses.

It would appear that the first, second, third, fourth, fifth, sixth, and seventh items of the account as presented are correct, as they show distinct items of profit for the sum named, and should, in my opinion, be allowed, except as to errors in calculation, it appearing that the fourth item—10,270 cubic feet at $1.34 per cubic foot—should be $13,761.80, instead of $14,761.80, as stated in the account; and that the fifth item—1,897 cubic feet at 92 cents per cubic foot—should be $1,745.24, instead of $1,735.24, as stated in the account; the two mistakes showing error in favor of petitioners in the sum of $990.

I think that the petitioners are entitled to the items hereinbefore named, because I am of the opinion that they come within the rule laid down by the Supreme Court in 110 United States, supra, and undoubtedly within the more liberal rule prescribed by Congress for my guidance in this investigation.

As to the eighth item:

This charge is for a profit of $16 per thousand on 383,103 paving blocks, to wit, $6,129.65. This item should not, in my judgment, be allowed.

The contention of petitioners is that by reason of their contract with the Government they were enabled to make this profit on paving stones manufactured from the "grout;" that this additional profit was in contemplation by the petitioners at the time they entered into the contract with the Government, and that by reason of the violation of the contract they have lost their anticipated profit.

It is a well-settled rule that the plaintiff may recover as a part of the damages for the breach of a special contract such profit as would have accrued from the contract as the direct and immediate result of its fulfillment.

> These are part of the contract itself, and must have been in contemplation of the parties when the agreement was entered into. But if they are such as would have been realized from an independent and collateral undertaking, although entered into in consequence and on the faith of the principal contract, they are too uncertain and remote to be considered part of the damages. (Fox *v.* Harding, 7 Cush., 522.)

The only possible justification for a claim of damages for this item would be to treat it as a loss or depreciation in the value of material on hand, by reason of the violation of the Government contract, instead of loss of profits arising from independent and collateral contracts. This is not true in fact, for the reason that the stone from which these profits were expected to accrue was in the ledge at the time of the termination of the Government contract, and was, therefore, worth intrinsically as much after the Government had terminated its contract as before. It is clear to my mind that the only profits that would have arisen in the manufacture of paving stones were made possible by the independent and collateral contracts for their sale, and therefore come squarely within the rule of Fox *v.* Harding, supra.

This was not "part of the contract itself;" was not "in contemplation of the parties when the agreement was entered into," but was "such as would have been realized by an independent and collateral undertaking," and although "entered into in consequence and on the faith of the principal contract," is too "uncertain and remote to be considered part of the damages."

The ninth item is a charge for "Four days' demurrage on schooner *Puritan*, $64." This, in my judgment, should be allowed, it being damage which the petitioners had to pay for the violation of a charter party caused by the termination of the Government contract.

The tenth item "Loss of rental on boarding houses and tenements, at $155.58 per month for eight months, $1,268.64," appears from the evidence to have been lost to the petitioners as a direct result of the violation of the contract, and should be allowed.

These boarding houses and tenements were rented by Stout, Hall & Bangs for the purpose of accommodating their employees engaged in preparing the stone for the Government, who, in turn, were to reimburse Stout, Hall & Bangs. The cancellation of the contract by the Government threw these houses at once upon the hands of the contractors without tenants, and the loss was the direct result of the breach of the contract by the Government.

This, in my judgment, disposes of all the distinct items of profit and damage with which the Government is chargeable.

The item of $140,000 for loss and damage resulting from being deprived of work, idleness of tools, destruction of credit, etc., should not be allowed. This claim is remote, speculative, impossible of mathematical demonstration, and there is no rule of law of which I am aware under which this item could be allowed. Nor do I believe that this item of claim comes within the more liberal rule laid down in the act of Congress of March 2, 1895, for ascertaining what may be due to these petitioners, and which requires the Secretary of the Interior to report to Congress such additional allowance as "in justice and equity" the petitioners may be entitled to receive.

The petitioners in this case claim interest on whatever amount they are entitled to receive by way of loss and damage, and "in justice and equity," for the breach of their contract.

This question is not entirely free from doubt. The rule in reference to breach of contracts for the payment of money, delivery of property, etc., is that the right to recover interest does not depend upon discretion, but upon legal right. Not so, however, in a claim for interest by way of damages in a case like this. The rule is that in some classes of cases interest may be given in the discretion of the jury as part of the damages which the party may be entitled to recover. The rule which applies to the recovery of interest in ordinary contracts as between private parties does not apply as against the Government of the United States, for it is well settled that one can not recover interest against the United States unless there is an express statutory provision to that effect, and in actions of this kind the court would not be at liberty to allow interest except by express authority of Congress. Nor do I believe that the action of Congress touching this case takes it out of such rule. The act under which it is submitted to me directs that I shall report all loss or damage which Stout, Hall & Bangs are entitled to receive "in justice and equity" for the breach of the contract. This language certainly can not be considered as a specific direction to allow interest, nor can I agree with the insistence of the petitioners that they are "in justice and equity" entitled to the same.

It is true that it now appears that they are entitled to more than they have as yet received for the aforesaid violation of their contract, and under ordinary circumstances they would "in justice and equity" be now entitled to that sum, with interestfrom the time they should have received it; but I am strongly impressed with the idea that the petitioners and not the Government are responsible for the delay, and I am of opinion that they are not entitled to interest.

The Government offered them an immediate means of ascertaining the amount due them, and made appropriation at the time for the payment of their damages. They elected to disregard the avenue for adjustment opened to them by the Government and went into the Court of Claims. This being the case, I am entirely clear that they ought not to be allowed interest. They delayed the application to the then Secretary of the Interior from October 2 until January 30. They were in the midst of the work when the contract was canceled, and their proof to support their claim for damages was of a character which they should have been able at once to have presented to the Secretary of the Interior. They allowed four months to pass before they did so, and I am impressed with the fact that they were looking for the place where they might obtain the largest possible allowance rather than seeking a speedy adjustment.

The only material difference between the judgment of the Court of Claims and my own views touching this case is on the preponderance of the testimony on the question of the cost of production of the stone contracted for, and herein lies the substantial difference between the court and myself in amount found due Stout, Hall & Bangs in damages. The court, in my judgment, erred in its conclusions from the evidence on the cost of production; but this error the petitioners might have corrected by appeal to the Supreme Court, and they could have there obtained judgment for all damages which they, "in justice and equity," were entitled to. This would have given them a speedier adjustment than the course which they have elected to pursue, and the additional delay in obtaining special legislation for their benefit, and the proceedings thereunder, is no fault of the Government.

Their reason for not pursuing their remedy in the courts is apparent. The court would not have given them interest. The act of Congress did not authorize it, and the rule of law in such cases is plain. Aside from the question as to where the responsibility for delays from time to time rests, I do not think the act of Congress referring this matter to me contemplated a finding of interest. A legislative direction to a court to find such sums as "in justice and equity" may be due the petitioners, would not be construed as a specific direction to find interest on the sum so found due, and I apprehend the act clothes me with no larger discretion than a court would be invested with were it authorized to make a finding under said act.

It is true that I am not authorized to render a judgment, but am directed to make a report, but I do not understand that I am given any discretion in the matter beyond the plain rules of law and the terms of the act under which this application is made.

The United States are entitled to the following credits:

1. Cash payments prior to judgment of Court of Claims	$49,479.41
2. Amount appropriated to pay judgment of the Court of Claims	66,885.25
3. Cash for granite sold at wharf in Washington	1,402.17

There should be no credit given to the Government on account of cash received by the petitioners from the sale of derricks, since the item of $2,000 charged by them for building the derricks has been disallowed. A considerable quantity of stone partially dressed and dressed was left in the possession of the petitioners in their yards in Maine, but the evidence on which an estimate of its value may be based is confusing. It appears that this stone was offered at public auction after extensive advertisements of the time and place of such auction and found no bidders. I have not been able to find from the evidence that it is of any value.

If the views herein expressed are approved and adopted by the Congress, the account should be stated as follows:

The United States to Stout, Hall & Bangs.

	Dr.	Cr.
To granite quarried, finished, and partially finished, delivered and partially delivered	$148,226.71	
Four days' demurrage on schooner *Puritan*	64.00	
Loss of rental on boarding houses and tenements	1,268.64	
	149,559.35	
		Cr.
By cash for granite sold at wharf in Washington		$1,402.17
Cash payments prior to judgment of Court of Claims		49,469.41
		50,871.58
Balance due		98,687.77
	149,559.35	149,559.35

Balance due March 3, 1893	$98,687.77	
Amount appropriated to pay judgment of the Court of Claims of date March 3, 1893		$66,885.25
Balance due thereafter		31,802.52
	98,687.77	98,687.77

All of which is respectfully submitted.

HOKE SMITH,
Secretary.

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54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 118.

LANDS GRANTED TO UNION AND CENTRAL PACIFIC RAILROADS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

A letter from the Commissioner of the General Land Office, replying to the resolution of the House of December 12, 1895, relating to certain lands along the Union and Central Pacific railways.

JANUARY 7, 1896.—Referred to the Committee on the Public Lands and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, January 6, 1896.

SIR: I have the honor to acknowledge the receipt of the following resolution of the House of Representatives, dated December 12, 1895:

Resolved, That the Secretary of the Interior is hereby requested to inform the House of the total acreage of lands granted to each the Union and Central Pacific Railway companies, the total acreage patented to each and the total acreage selected by each but not yet patented, with information as to whether (and if so, upon what ground) he has suspended the work of the General Land Office in forwarding to the Interior Department the lists of lands selected, and also, as nearly as possible, what proportion of lands not yet patented, but selected by said companies for patent, have been purchased from said companies by settlers.

I attach hereto a copy of a letter dated December 14, 1895, from the Commissioner of the General Land Office, which answers the inquiry contained in a portion of this resolution.

In my annual report, recently published, on page 54, will be found the following statement:

I have recently deemed it advisable to direct the Commissioner of the General Land Office to allow his force to give their time to selections of lands made by roads other than the bond-aided roads. I have not undertaken to pass finally upon the rights of the bond-aided roads, but I have considered, in view of the fact that this whole subject must come up before Congress, that it was advisable to leave the lands as they are for the present.

My reason for suspending the patenting of lands to the bond-aided roads was to leave them in a condition where Congress would have all possible freedom in dealing with the subject.

Very respectfully,

HOKE SMITH, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE,
Washington, December 14, 1895.

SIR: I am in receipt, by reference from the Honorable First Assistant Secretary, on the 13th instant, for report in duplicate and return of papers, of a resolution passed by the House of Representatives requesting information as to the total acreage of lands granted to each the Union Pacific and the Central Pacific Railway companies, the total acreage patented to each, and the total acreage selected by each but not yet patented; also, as nearly as possible, what proportion of lands not yet patented, but selected by said companies for patent, have been purchased from said companies by settlers.

In reply, I have to submit the following statement relative to the amounts of grant and acreage patented to and the yet unpatented selections of said companies, the first item being estimated (no adjustment of the grants having yet been made) and covers the number of acres the companies would be entitled to if no losses occurred by reason of settlements on lands, lakes, or rivers within the limits of the grants:

CENTRAL PACIFIC RAILROAD.

	Acres.
Estimated area of grant	10,428,224
Amount patented to date	2,206,881.66
Amount of unpatented selections	1,298,576.34

UNION PACIFIC RAILROAD.

Estimated area of grant	13,295,104
Amount patented to date	4,180,914.09
Amount of unpatented selections	2,610,231.05

In this connection I deem it proper to state that the amounts given as unpatented selections do not accurately represent the quantity of selections by said companies still pending for examination, because selections by the companies have been canceled from time to time for various reasons, but no separate account of such cancellations has ever been kept, so it is impossible to state accurately, without an exhaustive examination, amounting practically to an adjustment of the grants, the exact amount of selections pending.

Respecting that part of the inquiry relating to the proportion of lands selected by and not yet patented to them which the companies have sold, I have to say that this office has no knowledge of the sales of lands made by the companies, either prior to or subsequent to the patenting of their lands.

The resolution referred to is herewith returned.

Very respectfully,

S. W. LAMOREUX,
Commissioner.

The SECRETARY OF THE INTERIOR.

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54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 119.

DELINQUENT ACCOUNTING OFFICERS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

Communications from the accounting officers of the Department, giving lists of officers who are now delinquent in rendering their accounts or in payment of balances due from them.

JANUARY 7, 1896.—Referred to the Committee on Reform in the Civil Service and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., January 6, 1896.

SIR: In compliance with the provisions of section 12 of the act making appropriation for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1895, I have the honor to transmit herewith communications from the accounting officers of this Department, giving lists of officers who are now delinquent in rendering their accounts or in the payment of balances due from them for the last preceding fiscal year.

The report from the Auditor for the Post-Office Department is not included in the papers herewith transmitted, but it is being prepared and will form the subject of another communication.

Respectfully, yours,

S. WIKE,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE TREASURY DEPARTMENT,
Washington, D. C., January 6, 1896.

SIR: I have the honor to report the following persons delinquent in paying in balances which accrued on June 30, 1895:

Emil Olund, collector of customs, Duluth, Minn., collecting revenue from customs, 1895	$77.95
Overton Cade, superintendent United States mint, New Orleans, La., contingent expenses, mint at New Orleans, La	85.10

John Daggett, superintendent United States mint, San Francisco, Cal., contingent expenses, mint at San Francisco..... $16.20
M. B. Adams, major, Engineers, U. S. A., oil houses for light stations..... 309.00

Re pectfully, yours,

R. M. COUSAR, *Acting Auditor.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE NAVY DEPARTMENT,
Washington, D. C., January 6, 1896.

SIR: In compliance with your verbal request of this date, I have the honor to report the following disbursing officers delinquent in the rendition of their quarterly accounts on the 1st day of January, 1896, under section 12, act of July 31, 1894:

P. A. Paymaster E. B. Webster, U. S. N., and the late Paymaster H. R. Smith.

Paymaster Webster is also delinquent in the payment of the balance found due from him to the United States under his official bond of February 6, 1886.

Very respectfully,

WM. H. PUGH, *Auditor.*

The SECRETARY OF THE TREASURY, *Washington, D. C.*

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE INTERIOR DEPARTMENT,
Washington, D. C., January 3, 1896.

SIR: Replying to your letter of December 19, 1895, requesting information to enable you to comply with the second paragraph of section 12 of the legislative, executive, and judicial appropriation act approved July 31, 1894, I have the honor to report the following disbursing officers of the Indian Service who are now delinquent in rendering their accounts, viz:

C. D. Rakestraw, superintendent of Indian schools, bond of June 30, 1894, delinquent in rendering his account for the first quarter, 1896. This is the first time that this officer has been delinquent in rendering his accounts, and the cause of this delinquency has not been furnished to this office.

T. A. Byrnes, commissioner and special disbursing officer, bond September 2, 1895.

A. Jacobson, superintendent Indian school, Wittenberg, Wis., bond July 22, 1895.

These two officers are delinquent in rendering their accounts for the second fractional first quarter 1896. Their services commenced with that quarter, and no funds were received by either of them during that period.

Notices have not been received at this office that applications have been made to you for the waiver of the delinquencies of the above-named agents in mailing or otherwise sending their accounts.

Respectfully, yours,

SAM'L BLACKWELL, *Auditor.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE STATE AND OTHER DEPARTMENTS,
Washington, D. C., January 3, 1896.

SIR: In obedience to the request contained in your letter of the 19th ultimo, to report to you on January 3, 1896, all officers whose accounts are settled in this office, who were delinquent in the rendering of their accounts on the first day of January, 1896, or in the payment of balances due from them for the last preceding fiscal year, I beg leave to report as follows:

Officers delinquent in rendering their accounts (delinquencies not having been waived):

A. R. Spofford, Librarian of Congress.
Benjamin D. Manton, United States consul at Colonia, Uruguay.
Henry Goddard, United States vice-consul at Bathurst, Africa.

Officers delinquent in payment of balances due from them for the last fiscal year:

F. J. Kieckhoefer, late disbursing clerk, Department of State.
Frank Leverett, United States marshal southern district of Georgia.

J. W. Jacobus, United States marshal southern district of New York.

As to the two consular officers above reported, it is right to state that these officers are compensated by fees received by them and the failure to receive any fees during the fiscal year 1895 is doubtless the reason for the delinquency in making returns, but report is required of them whether fees are received or not, and they have failed to make any report.

Many officers have been delinquent during the year in rendering accounts owing to "physical impossibility," but as such delinquencies have been waived by the Secretary, they are not reported.

Respectfully, yours,

THOMAS HOLCOMB, *Auditor.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE WAR DEPARTMENT,
Washington, D. C., January 3, 1896.

SIR: In reply to the letter of Hon. S. Wike, Acting Secretary, of the 19th ultimo, I have the honor to state that no officers whose accounts are settled in this office were delinquent in rendering their accounts on the 1st day of January, 1896. Several were delinquent in rendering their accounts within the time required during the year, but all the delinquencies were waived by the President or the Secretary of the Treasury, under the provisions of the law relating thereto, except in the case of Capt. W. W. Gibson, Ordnance Department, who was one day late in transmitting his account for October, 1895, which delinquency will no doubt be waived when a requisition is presented, as said account has since been received and settled.

As to the matter of payment of balances I would respectfully state that this office has no knowledge of any delinquency on the part of any officers in the payment of balances due from them for the last fiscal year, the books showing such information being kept in the bookkeeping and warrants division of the Secretary's office

Very respectfully,

T. STOBO FARROW, *Auditor.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE TREASURY DEPARTMENT,
Washington, D. C., January 6, 1896.

SIR: I have the honor to report the following persons who are now delinquent in rendering their accounts:

Henry W. Egner, collector of customs, Newark, N. J., warehouse and bond account for November, 1895.

Benjamin M. Price, collector of customs, Perth Amboy, N. J., warehouse and bond account for November, 1895.

James T. Kilbreth, collector of customs, New York, warehouse and bond accounts for September, October, and November, 1895.

The above are all the delinquencies that exist in the rendition of accounts which are sent to this office.

Respectfully, yours,

R. M. COUSAR,
Acting Auditor.

The SECRETARY OF THE TREASURY.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 120.

WILEY J. WYATT, ADMINISTRATOR.

Letter from the Assistant Clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the case of Wiley J. Wyatt, administrator, against the United States.

JANUARY 7, 1896.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 6, 1896.

SIR: Pursuant to the order of the court, I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 4945. Joseph Sharp *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Joseph Sharp, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed June 27, 1892.

[Court of Claims. Congressional case, No. 4945. Wiley J. Wyatt, administrator of Joseph Sharp, deceased, *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case, for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 10th day of July, 1888.

On a preliminary inquiry the court, on the 22d day of June, 1892, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 7th day of January, 1895.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by G. H. Gorman, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in the county of Henrico and State of Virginia, and that he is the legal representative of Joseph Sharp, deceased; that said decedent resided during the late war in the county of Dinwiddie and State of Virginia; that during said period the United States took from said decedent for the use of the United States Army in Prince George County, Va., stores and supplies, at the times hereinafter stated and by the officers named, said property being reasonably worth at the time and place the value here given, that is to say:

246½ acres timber, 8,627 cords wood, less 1,000 cords left on hand, 7,627 cords, at 50 cents per cord	$3,813.50
1 cart (ox-cart) new	25.00
Rail fence on three sides 7 acres land, 3,500 rails, 35 cords wood, at $3	105.00
2 oxen	150.00
2 barrels sirup, at $40	80.00
1 barrel salt fish	25.00
1½ barrels lard, at $40	60.00
(Taken from June, 1864, to about April, 1865, in Prince George County, Va., by General Warren's corps, of General Grant's army.)	
Total	4,258.50

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

There were taken from Joseph Sharp, decedent, during the late war, by military authority, and appropriated to the use of the United States Army, stores and supplies, to wit, wood, the reasonable value of which at the time and place was ($1,840.00) eighteen hundred and forty dollars, which does not appear to have been paid for.

BY THE COURT.

Filed January 14, 1895.

A true copy.

Test this 27th day of December, 1895.

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[SEAL.]

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 121.

ROBERT F. REYNOLDS.

Letter from the assistant clerk of the Court of Claims transmitting a copy of the findings filed by the court in the case of Robert F. Reynolds against the United States.

JANUARY 7, 1896.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 6, 1896.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1893.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 7734. Robert F. Reynolds *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Robert F. Reynolds, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed June 5, 1893.

[Court of Claims. Congressional case No. 7734. Robert F. Reynolds *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 13th day of May, 1890.

On a preliminary inquiry the court, on the 5th day of June, 1893, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 25th day of April, 1895.

G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by Charles W. Russell, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in Kanawha County, W. Va., and that he has a claim against the United States for stores and supplies taken by the Army of the United States from his place near Summerville, Nicholas County, W. Va., as follows:

1 kiln of brick, 200,000, at $10 per M	$2,000
10,000 rails, 100 cords, at $3.50	350
1 large wagon	100
1 house containing 5,000 feet inch lumber, at $12 per M	60
1 house containing 7,000 feet inch lumber, at $12 per M	84
Total	2,594

Taken in fall and winter of 1861–62.

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

At the time and place alleged there were taken from claimant by the military forces of the United States, for the use of the Army, stores and supplies then reasonably worth the sum of one thousand four hundred and eighty dollars ($1,480), which do not appear to have been paid for.

BY THE COURT.

Filed May 6, 1895.
A true copy.
Test this 27th day of December, 1895.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

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54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 122.

ARNOLD BONNIFIELD, ADMINISTRATOR, AND THOMAS K. DAVIS, ADMINISTRATOR.

Letter from the assistant clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the cases of Arnold Bonnifield, administrator, and Thomas K. Davis, administrator, against the United States.

JANUARY 7, 1896.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, January 6, 1896.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the court in each of the aforesaid causes, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 637. A. Bonnifield, administrator, *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Arnold Bonnifield, claimant's intestate, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed December 5, 1887.

[Court of Claims. No. 637. Congressional. Facts and loyalty. Allen H. Bonnifield, administrator de bonis non, *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 11th day of March, 1886.

G. W. Z. Black, esq, appeared for claimant, and the Attorney-General, by H. M. Foote, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 5th day of December, 1887, found that the person alleged to have furnished the supplies or stores, or from whom they were

alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 31st day of May, 1893. The claimant, in his petition, makes the following allegations:

That he, as administrator of Arnold Bonnifield, deceased, has a claim against the United States for commissary supplies appropriated to the use of the United States Army, as follows:

78 head of cattle, taken by General McClellan's command, June, 1861.....	$5,460
40 head of cattle, taken by General Milroy's command, in summer of 1863...	2,400
Total.....	7,860

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDING OF FACT:

At the time and place alleged in the petition there were taken from claimant's decedent, by the military forces of the United States for the use of the Army, stores and supplies of the general kind alleged in said petition, which at the time of taking were reasonably worth the sum of six thousand and three hundred dollars ($6,300), which does not appear to have been paid for.

BY THE COURT.

Filed June 12, 1893.
A true copy.
Test this 6th day of January, A. D. 1896.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

[Court of Claims. Congressional, No. 3575. Thomas K. Davis *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Thomas K. Davis, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed March 11, 1889.

[Court of Claims. No. 3575. Congressional. Facts and loyalty. Robert H. Davis, administrator *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, was transmitted to the court by the Committee on War Claims of the House of Representatives on the 10th day of April, 1888. G. W. Z. Black, esq., appeared for claimant, and the Attorney-General, by Felix Brannigan, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

On a preliminary inquiry the court, on the 11th day of March, 1889, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 18th day of May, 1893. The claimant in his petition makes the following allegations:

That he has a claim against the United States for stores and supplies taken by or furnished to the Army of the United States for army use at or near Bristoe Station, Prince William County, Va., at the times hereinafter stated, and by the officers

named, said property being reasonably worth at the time and place the value here given—that is to say:

Buildings taken from farm	$4,000
1,050 cords of wood, at $5 per cord	5,250
125 cords of wood, at $8 per cord	1,000
2 mares, at $200 each	400
14 head of cattle, at $24 each	336
1 cart	50
2,000 pounds of bacon, at 24 cents per pound	480
Groceries	200
Bedclothing used for wounded	300
100 blankets, at $2 each	200
Household furniture	500
(All taken in 1862 by soldiers under command of Maj. Gen. Rufus King.)	
Total	12,716

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, makes the following

FINDINGS OF FACT:

At the time and place in the petition there were taken from said claimant by the military forces of the United States, for the use of the Army, stores and supplies of the general kind alleged in the petition, which, at the time of taking, were reasonably worth the sum of two thousand seven hundred and thirty-five dollars ($2,735), which does not appear to have been paid for.

BY THE COURT.

Filed June 19, 1893.
A true copy.
Test this 6th day of January, 1896.
[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 123.

OFFICIAL EMOLUMENTS OF CUSTOMS OFFICERS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An abstract of the official emoluments of officers of the customs service received by them during the fiscal year ended June 30, 1895.

JANUARY 8, 1896.—Referred to the Committee on Expenditures in the Treasury Department and ordered to be printed.

TREASURY DEPARTMENT,
January 7, 1896.

SIR: I have the honor to transmit herewith an abstract of the official emoluments of officers of the customs service received by them during the fiscal year ended June 30, 1895, prepared in the office of the Auditor for the Treasury Department, in accordance with section 2639 of the Revised Statutes of the United States.

Respectfully, yours,

S. WIKE,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Statement of the official emoluments of officers of the customs for the fiscal

District or port.	Name of officer.	Receipts.				
		Balance due United States July 1, 1894.	Salary.	Fees collected.	Fees under act of June 10, 1890.	Services to American vessels.
Alaska	Benj. P. Moore	.....	$2,500.00	$582.11	$26.40	$405.15
Albany, N. Y	John M. Bailey	.....	150.00	.....	45.60	112.20
Do	John P. Masterson	.....	450.00	2.00	152.20	233.80
Albemarle, N. C	Kenneth R. Pendleton	.....	1,000.00	8.10	.....	160.65
Alexandria, Va	Thomas W. Robinson	.....	.....	15.85	.....	151.75
Annapolis, Md	Arthur Carter	.....	250.00	.....	.....	157.50
Apalachicola, Fla	John E. Grady	.....	500.00	651.54	15.20	147.90
Arizona	Samuel F. Webb	.....	2,000.00	.....	.....	.....
Aroostook, Me	Henry J. Hatheway	$144.67	1,000.00	415.00	.....	.....
Atlanta, Ga	John D. Stocker	.....	1,000.00	.....	6.20	.....
Baltimore, Md	Frank T. Shaw	.....	7,000.00	.....	.....	.....
Bangor, Me	Joab W. Palmer	.....	.....	791.36	.....	.....
Do	Aaron L. Simpson	.....	.....	495.09	.....	.....
Barnstable, Mass	Thomas C. Day	.....	.....	106.20	30.60	1,137.23
Bath, Me	Charles W. Larrabee	.....	.....	174.17	119.30	858.74
Beaufort, N. C	John D. Davis	.....	1,000.00	.....	.....	151.50
Beaufort, S. C	Marion M. Hutson	.....	1,000.00	563.16	3.80	52.10
Belfast, Me	William P. Thompson	.....	.....	478.17	21.40	358.35
Boston and Charlestown, Mass.	Winslow Warren	.....	8,000.00	.....	.....	.....
Brazos de Santiago, Tex	John A. Michel	.....	1,500.00	109.60	346.30	7.55
Bridgeton, N. J	Theodore R. Lore	.....	250.00	13.31	.....	439.10
Bristol and Warren, R. I	Charles D. Eddy	.....	.....	18.50	.....	66.00
Brunswick, Ga	Thomas W. Lamb	.....	500.00	1,473.32	30.40	224.95
Buffalo Creek, N. Y	Peter C. Doyle	.....	1,000.00	5,568.30	.....	.....
Burlington, Iowa	M. A. Frawley	.....	350.00	11.60	.40	28.90
Burlington, N. J	John A. Wilson	.....	150.00	4.00	.....	122.70
Cairo, Ill	John F. Rector	.....	87.50	.....	.....	4.05
Do	Frank Cassidy	.....	262.50	.....	.....	22.45
Cape Vincent, N. Y	G. Harrison Smith	181.41	181.99	615.60	.....	.....
Do	Frank N. Potter	.....	818.01	475.80	431.50	.....
Castine, Me	Walter J. Creamer	.....	150.00	31.94	20.80	319.35
Champlain, N. Y	George S. Weed	.....	1,000.00	6,798.40	.....	.....
Charleston, S. C	George D. Bryan	.....	.....	907.98	115.00	452.85
Chattanooga, Tenn	Francis M. Gardenhire	.....	350.00	.....	.....	82.25
Cherrystone, Va	Robert L. Ailworth	.....	500.00	.....	.....	252.95
Chicago, Ill	Martin J. Russell	.....	7,000.00	.....	.....	.....
Cincinnati, Ohio	Henry D. Lemon	.....	350.00	18.80	.....	.....
Columbus, Ohio	William M. Maize	.....	1,000.00	.....	85.60	.....
Corpus Christi, Tex	Frank B. Earnest	.....	1,500.00	172.00	578.50	41.95
Council Bluffs, Iowa	Russell N. Whittlesey	.....	250.00	.20	7.20	.....
Cuyahoga, Ohio	Augustus Zehring	.....	1,000.00	1,036.60	.....	.....
Delaware	George L. Townsend	.....	500.00	618.20	30.40	279.95
Denver, Colo	Otis B. Spencer	.....	1,000.00	.....	121.40	.....
Des Moines, Iowa	John C. Hotchkiss	.....	.....	.....	.....	.....
Do	Bartholomew Kennedy	.....	.....	.....	.....	.....
Detroit, Mich	John B. Malony	.....	1,000.00	5,428.70	.....	.....
Dubuque, Iowa	William G. Sweeney	.....	350.00	.20	.....	64.40
Duluth, Minn	Emil Olund	.....	1,000.00	182.60	469.60	589.87
Dunkirk, N Y	Jotham C. Haggett	.....	873.63	2.50	4.50	6.30
Do	Philip R. Bradley	.....	126.37	.....	.....	2.90
Eastern Maryland	Hampden P. Dashiell	.....	1,150.55	18.50	.....	856.95
Do	John H. Fontaine	.....	.....	.....	.....	.....
Edgartown, Mass	Charles H. Marchant	.....	170.14	80.00	.....	43.85
Do	Abraham Osborn	.....	79.86	101.08	.....	29.20
Erie, Pa	Nelson Baldwin	.....	1,000.00	160.40	53.60	248.89
Evansville, Ind	George W. Haynie	.....	350.00	.....	46.80	151.25
Fairfield, Conn	Walter Goddard	.....	250.00	128.88	109.20	432.15
Fall River, Mass	James Brady, jr	.....	118.27	79.54	.....	173.40
Do	John Desmond	.....	.....	.....	.....	.....
Fernandina, Fla	James A. Pine	.....	69.29	135.37	.....	9.70
Do	George L. Baltzell	.....	430.71	671.83	.....	99.85
Frenchmans Bay, Me	John B. Redman	.....	150.00	201.88	3.20	288.65
Galena, Ill	Charles H. Miller	.....	350.00	.....	.....	.....

year ended June 30, 1895 (required by section 2639, Revised Statutes).

Receipts.			Expenditures.				
Commissions.	Storage.	Balance due officer June 30, 1895.	Balance due officer July 1, 1894.	Compensation.	Deposits.	Balance due United States June 30, 1895.	Remarks.
$269.26	.....	.....	.....	$3,782.92	.....	.....	
752.91	$164.29	.....	.....	1,225.00	.....	.....	July 1 to Sept. 30, 1894
2,655.14	157.51	* $2.00	.....	3,650.65	$2.00	.....	Oct. 1, 1894, to June 30, 1895
.91	.....	.....	.....	1,169.66	.....	.....	
1.41	.....	.....	.....	169.01	.....	.....	
.....	.....	.....	.....	407.50	.....	.....	
72.85	.....	.....	.....	1,387.49	.....	.....	
.....	.....	.....	.....	2,000.00	.....	.....	
503.56	.....	.....	† $144.42	1,500.00	418.81	.....	
145.94	.....	.....	.....	1,152.14	.....	.....	
.....	.....	.....	.....	7,000.00	.....	.....	
1,431.66	.....	.....	.....	2,016.66	206.36	.....	July 1, 1894, to Mar. 3, 1895.
665.94	.....	.....	.....	983.34	177.69	.....	Mar. 4 to June 30, 1895.
1.47	250.00	.....	.....	1,525.50	.....	.....	
110.69	21.00	.....	.....	1,283.90	.....	.....	
.....	.....	.....	.....	1,151.50	.....	.....	
169.23	.....	.....	.....	1,788.29	.....	.....	
4.68	.....	.....	.....	862.60	.....	.....	
.....	.....	.....	.....	8,000.00	.....	.....	
.....	190.80	.....	.....	2,154.25	.....	.....	
3.73	.....	.....	.....	706.14	.....	.....	
.85	.....	.....	.....	85.35	.....	.....	
238.86	.....	.....	.....	2,467.53	.....	.....	
.....	2,000.00	.....	.....	4,500.00	4,068.30	.....	
35.28	.....	.....	.....	426.18	.....	.....	
.....	.....	.....	.....	276.70	.....	.....	
.....	.....	.....	.....	91.55	.....	.....	July 1 to Sept. 30, 1894.
.....	.....	.....	.....	284.95	.....	.....	Oct. 1, 1894, to June 30, 1895.
63.47	.....	.....	† 65.97	455.17	523.33	.....	July 1 to Sept. 5, 1894.
481.46	.....	.....	† 33.55	2,044.83	126.39	.....	Sept. 6, 1894, to June 30, 1895.
4.31	.....	.....	.....	526.40	.....	.....	
1,500.00	.....	.....	.....	2,500.00	6.798.40	.....	
283.99	481.10	.....	.....	2,240.92	.....	.....	
.....	.....	.....	.....	432.25	.....	.....	
.....	.....	.....	.....	752.95	.....	.....	
.....	.....	.....	.....	7,000.00	.....	.....	
4,650.00	.....	.....	.....	5,000.00	18.80	.....	
1,471.37	256.11	.....	.....	2,813.08	.....	.....	
.....	211.00	.....	.....	2,503.45	.....	.....	
239.22	.....	.....	.....	496.42	.20	.....	
1,500.00	1,626.20	.....	.....	4,126.20	1,036.60	.....	
237.30	7.10	.....	.....	1,672.95	.....	.....	
1,496.11	.....	.....	.....	2,617.51	.....	.....	
137.26	.....	.....	.....	137.26	.....	.....	July 1, 1894, to Apr. 14, 1895.
36.97	.....	.....	.....	36.97	.....	.....	Apr. 15 to June 30, 1895.
.....	1,186.00	.....	.....	3,686.00	3,928.70	.....	
273.97	.....	.....	.....	688.57	.....	.....	
257.93	2,000.00	.....	.....	4,500.00	.....	.....	
7.34	.....	.....	.....	894.27	.....	.....	July 1, 1894, to May 15, 1895.
.....	.....	.....	.....	129.27	.....	.....	May 16 to June 30, 1895.
.....	.....	.....	.....	2,026.00	.....	.....	July 1, 1894, to June 15, 1895. Died June 15, 1895.
.....	.....	.....	.....	.....	.....	.....	June 16 to 30. Deputy acting. Paid as deputy.
2.65	.....	.....	.....	296.64	.....	.....	July 1, 1894, to Mar. 6, 1895.
3.11	.....	.....	.....	213.25	.....	.....	Mar. 7 to June 30, 1895.
18.58	3.50	.....	.....	1,484.97	.....	.....	
572.22	.....	.....	.....	1,120.27	.....	.....	
2,151.06	55.77	.....	.....	3,055.77	71.29	.....	
224.43	.....	.....	.....	595.64	.....	.....	July 1, 1894, to Apr. 14, 1895.
.....	.....	.....	.....	.....	.....	.....	Account not stated, awaiting confirmation of collector.
22.14	.....	.....	.....	236.50	.....	.....	July 1 to Aug. 20, 1894.
52.77	.....	.....	.....	1,255.16	.....	.....	Aug. 21, 1894, to June 30 1895.
8.32	72.00	.....	.....	724.05	.....	.....	
.....	.....	.....	.....	350.00	.....	.....	

Statement of the official emoluments of officers of the customs for the fiscal year

District or port.	Name of officer.	Receipts.				
		Balance due United States July 1, 1894.	Salary.	Fees collected.	Fees under act of June 10, 1890.	Services to American vessels.
Galveston, Tex	George P. Finlay	$0.04	$1,500.00	$1,953.90		
Genesee, N. Y	George H. Houck		1,000.00	624.40		
Georgetown, D. C	William H. Manogue		472.54	61.94	$228.80	$129.65
Do	Dorsey Clagett		27.47	3.37	10.00	13.45
Georgetown, S. C	A. McP. Hamby, jr		250.00	34.58		72.20
Gloucester, Mass	Wm. A. Pew		250.00	641.95	188.60	1,041.75
Grand Rapids, Mich	Andrew Fyfe		1,200.00	235.50		
Great Egg Harbor, N. J.	Enoch A. Higbee		250.00	1.30		305.25
Hartford, Conn	Ezra B. Bailey			1.00	290.26	
Humboldt, Cal	Charles F. Roberts		1,875.00	42.20		63.45
Do	Daniel Murphy		625.00	17.50		54.40
Huron, Mich	Thomas M. Crocker		1,000.00	2,578.90		
Indianapolis, Ind	George G. Tanner		1,000.00			
Kansas City, Mo	J. Scott Harrison		160.33	1.40		
Do	Milton Welsh		788.04	7.20		
Kennebunk, Me	Parker C. Wiggin					1.75
Do	Charles C. Perkins			1.40		35.50
Key West, Fla	Jefferson B. Browne		500.00			
La Crosse, Wis	Robert Calvert		350.00			
Lincoln, Nebr	John M. Burks		900.00		51.80	
Little Egg Harbor, N. J.	Samuel P. Bartlett		250.00			47.30
Los Angeles, Cal	John T. Gaffey	1,014.48	2,500.00	498.52		
Louisville, Ky	Benj. F. Alvord		350.00			
Machias, Me	Elbridge H. Bryant		250.00	652.00	5.00	782.40
Marblehead, Mass	Stuart F. McClearn			223.99	7.80	63.95
Memphis, Tenn	J. N. Harris		350.00		66.20	173.85
Miami, Ohio	David R. Austin		1,000.00	160.00		
Michigan	Dudley O. Watson		1,000.00	80.20		1,135.73
Milwaukee, Wis	August Ross		1,000.00			
Minnesota	John C. Geraghty		1,000.00			
Mobile, Ala	John J. King		250.00	3,114.61		
Montana and Idaho	David G. Browne	180.30		168.80		
Nantucket, Mass	Joseph W. Clapp		250.00			13.25
Nashville, Tenn	Herman A. Hasslock		750.00		19.60	50.40
Do	James H. Collins		250.00		4.00	23.15
Natchez, Miss	John Russell		500.00			6.15
Newark, N. J	Henry W. Egner		250.00	217.45		
New Bedford, Mass	James Taylor	392.77		174.37	6.20	98.25
Do	Zephaniah W. Pease			112.36	5.00	131.60
Newburyport, Mass	Hiram P. Mackintosh			31.70		134.55
New Haven, Conn	J. Rice Winchell			119.59	206.99	283.75
Do	Henry H. Babcock			95.23	70.78	
New London, Conn	Almarin T. Hale			68.74		236.93
New Orleans, La	Theo. S. Wilkinson		7,000.00			
Newport, R. I	Stephen P. Slocum			101.89	2.80	137.95
Newport News, Va	Lewis P. Stearnes		200.00	2,498.38		81.00
New York, N. Y	James T. Kilbreth		12,000.00			
Niagara, N. Y	James Low	508.76	672.22	5,010.60		
Do	William Richmond		327.78	1,885.20		
Norfolk and Portsmouth, Va.	Le Roy H. Shields			2,212.06	6.10	558.96
North and South Dakota.	Nelson E. Nelson		446.74	645.30	327.50	
Do	Archie M. O'Connor		753.26	610.40	495.50	
Omaha, Nebr	George L. Miller		350.00		321.00	
Oregon	Charles H. Page		3,000.00			
Oswegatchie, N. Y	Geo. E. Van Kennen		1,000.00	2,075.55		
Oswego, N. Y	William J. Bulger		1,000.00	1,325.90		
Paducah, Ky	Felix G. Rudolph		350.00			43.50
Pamlico, N. C	Stephen H. Lane		1,000.00	38.84	.40	407.45
Paso del Norte, Tex	Clarles Davis		2,000.00			
Passamaquoddy, Me	George A. Curran		375.00	1,919.93		
Do	George M. Hanson		125.00	704.17		

ended June 30, 1895 (required by section 2639, Revised Statutes)—Continued.

Receipts.			Expenditures.				Remarks.
Commissions.	Storage.	Balance due officer June 30, 1895.	Balance due officer July 1, 1894.	Compensation.	Deposits.	Balance due United States June 30, 1895.	
.....	$638.27	*$0.03	.....	$3,138.27	$953.97	.....	
$1,500.00	911.35	*100.00	$100.00	3,411.35	624.40	.....	
1,227.72	591.80	.....	.....	2,712.45	.....	.....	July 1, 1894, to June 10, 1895.
26.47	7.10	.....	.....	87.86	.....	.....	June 11 to 30, 1895.
1.45	.....	.....	.....	358.23	.....	.....	
171.14	1,430.18	.....	.....	3,723.62	.....	.....	
570.68	.....	.....	.....	2,006.18	.....	.....	
.....	.....	.....	.....	556.55	.....	.....	
2,708.74	315.71	.....	.....	3,315.71	.....	.....	
.50	.....	.....	.....	1,981.15	.....	.....	July 1, 1894, to Mar. 31, 1895.
15.46	.....	.....	.....	712.36	.....	.....	Apr. 1 to June 30, 1895.
.....	1,100.00	.....	.....	3,600.00	1,078.90	.....	
4,000.00	.....	.....	.....	5,000.00	.....	.....	
641.30	.....	.....	.....	801.63	1.40	.....	July 1 to Aug, 28, 1894, not confirmed; James W. Jones, deputy, in charge, Aug. 29 to Sept 16, 1894.
3,156.17	.....	.....	.....	3,944.21	7.20	.....	Sept. 17, 1894, to June 30, 1895.
.....	.....	.....	.....	1.75	.....	.....	July 1 to Sept. 6, 1894.
.....	.....	.....	.....	36.90	.....	.....	Sept. 7, 1894, to June 30, 1895.
2.500.00	2,000.00	.....	.....	5,000.00	.....	.....	
.....	.....	.....	.....	350.00	.....	.....	
79.90	.....	.....	.....	1,031.70	.....	.....	
.....	.....	.....	.....	297.30	.....	.....	
500.00	.....	.....	1,014.48	3,000.00	498.52	.....	
4,650.00	.....	.....	.....	5,000.00	.....	.....	
14.47	.....	.....	.....	1,703.87	.....	.....	
22.19	.....	.....	.....	317.93	.....	.....	
1,570.35	161.94	.....	.....	2,322.34	.....	.....	
1,413.50	200.41	.....	.....	2,700.41	73.50	.....	
284.07	.....	.....	.....	2,500.00	.....	.....	
1,500.00	1,829.94	.....	.....	4,329.94	.....	.....	
1,500.00	2,000.00	.....	.....	4,500.00	.....	.....	
466.30	*125.00	.....	.....	3,125.00	830.91	.....	
.....	.....	.....	.....	.....	.....	$349.10	Awaiting confirmation for allowance of emolument.
.....	.....	.....	.....	263.25	.....	.....	
528.87	220.11	.....	.....	1,568.98	.....	.....	July 1, 1894, to Mar. 31, 1895
135.45	.....	.....	.....	412.60	.....	.....	Apr. 1, 1895, to June 30, 1895.
.....	.....	.....	.....	506.15	.....	.....	
2,642.13	1,460.00	.....	.....	4,460.00	109.58	.....	
218.60	.....	.....	.....	497.42	392.77	.....	July 1, 1894, to Feb. 3, 1895.
585.76	.....	.....	.....	834.72	.....	.....	Feb. 4 to June 30, 1895.
13.03	.....	.....	.....	179.28	.....	.....	
1,639.67	75.00	.....	.....	2,325.00	.....	.....	July 1, 1894, to Mar. 31, 1895.
628.54	25.00	.....	.....	775.00	44.55	.....	Apr. 1 to June 30, 1895.
13.97	.....	.....	.....	319.64	.....	.....	
.....	.....	.....	.....	7,000.00	.....	.....	
7.51	.....	.....	.....	250.15	.....	.....	
700.00	.....	.....	.....	3,000.00	448.28	31.10	Deposited.
.....	.....	.....	.....	12,000.00	.....	.....	
.....	1,016.07	.....	*2,197.05	2,696.60	2,314.00	.....	July 1, 1894, to Mar. 3, 1895.
.....	458.89	.....	.....	1,278.34	1,393.53	.....	Mar. 4 to June 30, 1895.
222.88	12.12	.....	.....	3,012.12	.....	.....	
380.00	.....	.....	*682.69	1,116.85	.....	.....	July 1 to Nov. 14, 1894.
292.10	.....	.....	*89.93	1,883.15	178.18	.....	Nov. 15, 1894, to June 30, 1895.
3,348.88	.....	.....	.....	4,019.88	.....	.....	
.....	900.00	.....	.....	3,900.00	.....	.....	
.....	24.00	.....	.....	2,524.00	575.55	.....	From July 1, 1894.
553.80	546.00	.....	.....	3,046.00	379.70	.....	
.....	.....	.....	.....	393.50	.....	.....	
13.13	.....	.....	.....	1,459.82	.....	.....	
.....	2,000.00	.....	.....	4,000.00	.....	.....	
411.60	.....	.....	.....	2,250.00	456.53	.....	July 1, 1894, to Mar. 31, 1895.
.....	.....	.....	.....	750.00	79.17	.....	Apr. 1 to June 30, 1895.

Statement of the official emoluments of officers of the customs for the fiscal year

District or port.	Name of officer.	Receipts.				
		Balance due United States July 1, 1894.	Salary.	Fees collected.	Fees under act of June 10, 1890.	Services to American vessels.
Patchogue, N. Y	Robert Mills					$61.66
Do	Walter I. Carter					213.05
Pearl River, Miss	A. M. Dahlgren		$250.00	$1,396.25	$61.20	1,124.70
Pensacola, Fla	Daniel G. Brent		1,000.00	2,705.28		
Peoria, Ill	Philip Smith		67.55		4.00	2.50
Do	James Daugherty		282.45		15.60	7.15
Perth Amboy, N. J	Benj. M. Price		250.00	373.45	22.80	501.10
Petersburg, Va	Thos. L. Shippen					7.75
Philadelphia, Pa	John R. Read		8,000.00			
Pittsburg, Pa	Albert J. Barr		350.00			
Plymouth, Mass	Herbert Morissey		150.00	19.00	9.00	9.80
Port Jefferson, N. Y	Thos. H. Saxton					4.60
Do	G. Frank Bayles					100.05
Portland and Falmouth, Me.	Fredk. N. Dow		4,033.33			
Do	John W. Deering		1,966.67			
Portsmouth, N. H	True L. Norris			127.95	34.20	108.85
Providence, R. I	Gorham P. Pomroy			92.62		
Do	Francis L. O'Reilly			279.95		
Puget Sound, Wash	James C. Saunders		3,500.00			
Richmond, Va	Charles M. Wallace			105.07	96.00	342.90
Rock Island, Ill	James R. Johnston		350.00			170.20
Saco, Me	Harry A. McNeally		250.00	24.30		24.10
Sag Harbor, N. Y	John Sherry, jr		36.96	4.70		.45
Do	Cornelius R. Sleight		363.04	19.30	1.40	13.15
Salem and Beverly, Mass	William C. Waters			432.02	10.80	185.85
Saluria, Tex	W. A. Fitch		1,500.00	115.00	846.05	38.95
San Diego, Cal	John C. Fisher	$451.01	2,500.00	964.96		
Sandusky, Ohio	Wm. H. Herbert		1,000.00	519.65	250.00	455.60
San Francisco, Cal	John H. Wise		7,000.00			
Savannah, Ga	John F. B. Beckwith			2,316.23	235.90	249.65
Sioux City, Iowa	W. B. Humphrey		350.00		11.60	
Southern Oregon	John S. Cocke		1,000.00			61.45
Springfield, Mass	Henry L. Hines		624.99		83.00	
Do	William S. Collins		375.01		77.00	
St. Augustine, Fla	William Mickler		500.00	81.58	17.20	158.35
St. Johns, Fla	Charles R. Bisbee		500.00	265.37	22.60	330.20
St. Joseph, Mo	Clay C. MacDonald		1,000.00		212.20	.75
St. Louis, Mo	Richard Dalton		350.00			
St. Marks, Fla	J. L. Cottrell		500.00			75.30
St. Marys, Fla	William A. White		125.00	3.50		9.85
Do	Peter R. Arnow		375.00	45.19		25.10
Stonington, Conn	Charles T. Stanton		124.90	38.69		358.15
Do	Cornelius B. Crandall					
Superior, Mich	Michael C. Scully		1,000.00	1,036.40		194.97
Tampa, Fla	John T. Lesley		2,000.00	589.90		
Tappahannock, Va	W. B. Robinson		250.00			227.45
Teche, La	J. H. P. Wise		1,000.00	17.40		374.55
Vermont	Bradley B. Smalley		1,000.00	14,998.30		
Vicksburg, Miss	Harry H. Kain		500.00			42.90
Waldoboro, Me	William H. Luce		107.98	1,242.70		
Do	Joseph E. Moore		84.00	588.38	26.00	294.15
Wheeling, W. Va	Joseph A. Faris		29.50			14.35
Do	Christian A. Schaefer		320.50			218.20
Willamette, Oreg	Thomas J. Black		1,000.00	496.20		
Wilmington, N. C	William R. Kenan		1,000.00	922.82	19.20	290.30
Wiscasset, Me	George B. Sawyer		29.89	7.40	7.20	25.20
Do	Richard T. Rundlett		170.11	308.19	4.20	179.00
Yaquina, Oreg	R. A. Bensell		334.20			4.15
Do	James W. Ball		665.80			.90

ended June 30, 1895 (required by section 2639, Revised Statutes)—Continued.

Receipts.			Expenditures.				Remarks.
Commissions.	Storage.	Balance due officer June 30, 1895.	Balance due officer July 1, 1894.	Compensation.	Deposits.	Balance due United States June 80, 1895.	
.....	.....	.....	.....	$61.66	.....	.....	July 1 to Aug. 15, 1894.
.....	.....	.....	.....	213.05	.....	.....	Aug. 16, 1894, to June 30, 1895.
$146.12	.....	.....	.....	2,978.27	.....	.....	
317.63	.....	.....	.....	3,000.00	$1,022.91	.....	
32.27	$13.34	.....	.....	119.66	.....	.....	July 1 to Sept. 9, 1894.
291.98	117.20	.....	.....	714.38	.....	.....	Sept. 10, 1894, to June 30, 1895
708.24	700.00	.....	.....	2,555.59	.....	.....	
.....	.....	.....	.....	7.75	.....	.....	From July 1, 1894.
.....	.....	.....	.....	8,000.00	.....	.....	
4,650.00	.....	.....	.....	5,000.00	.....	.....	
208.77	.....	.....	.....	396.57	.....	.....	
.....	.....	.....	.....	4.60	.....	.....	July 1 to 31, 1894.
.....	.....	.....	.....	100.05	.....	.....	Aug. 1, 1894, to June 30, 1895.
.....	.....	.....	.....	4,033.33	.....	.....	July 1, 1894, to Mar. 3, 1895.
.....	.....	.....	.....	1,966.67	.....	.....	Mar. 4 to June 30, 1895.
807.87	.....	.....	.....	1,078.87	.....	.....	
371.12	242.10	.....	.....	705.84	.....	.....	July 1 to Aug. 31, 1894.
2,310.11	772.08	.....	.....	3,266.68	95.46	.....	Sept. 1, 1894, to June 30, 1895.
.....	2,000.00	.....	.....	5,500.00	.....	.....	
465.09	.....	.....	.....	1,009.06	.....	.....	
.....	.....	.....	.....	520.20	.....	.....	
2.20	.....	.....	.....	300.60	.....	.....	
3.16	.....	.....	.....	45.27	.....	.....	July 1 to Aug. 3, 1894.
4.34	.....	.....	.....	401.23	.....	.....	Aug. 4, 1894, to June 30, 1895.
9.49	25.00	.....	.....	663.16	.....	.....	
.....	409.50	.....	.....	2,909.50	.....	.....	
500.00	.....	.....	*$151.01	3,000.00	964.96	.....	
130.92	7.60	.....	.....	2,363.77	.....	.....	
.....	.....	.....	.....	7,000.00	.....	.....	
578.19	772.66	.....	.....	4,152.63	.....	.....	
16.55	.....	.....	.....	378.15	.....	.....	
.32	.....	.....	.....	1,061.77	.....	.....	
662.62	6.00	.....	.....	1,376.61	.....	.....	July 1, 1894, to Feb. 14, 1895.
704.00	9.10	.....	.....	1,165.11	.....	.....	Feb. 15 to June 30, 1895.
538.80	.....	.....	.....	1,295.93	.....	.....	
959.16	.....	.....	.....	2,077.33	.....	.....	
1,919.35	272.79	.....	.....	3,405.09	.....	.....	
4,650.00	.....	.....	.....	5,000.00	.....	.....	
719.30	94.16	.....	.....	1,388.76	.....	.....	
.....	.....	.....	.....	138.35	.....	.....	July 1, to Sept. 30, 1894.
4.32	.....	.....	.....	449.61	.....	.....	Oct. 1, 1894, to June 30, 1895.
1.87	.....	.....	.....	523.61	.....	.....	July 1, 1894, to Apr. 30, 1895.
.....	.....	.....	.....	.....	.....	.....	Account not stated, awaiting confirmation of collector.
268.63	.....	.....	.....	2,500.00	.....	.....	
1,000.00	1,355.00	.....	.....	4,355.00	589.90	.....	
.....	.....	.....	.....	477.45	.....	.....	
.24	.....	.....	.....	1,392.19	.....	.....	
1,500.00	.....	.....	.....	2,500.00	14,998.30	.....	
.....	.....	.....	.....	542.90	.....	.....	
33.25	.....	.....	.....	1,383.93	.....	.....	Died Dec. 6, 1894. George Bliss, deputy, acting Dec. 7, 1894, to Feb. 28, 1895.
5.81	.....	.....	.....	998.34	.....	.....	Mar. 1 to June 30, 1895.
.....	.....	.....	.....	43.85	.....	.....	July 1 to 31, 1894.
9.32	.....	.....	.....	548.02	.....	.....	Aug. 1, 1894, to June 30, 1895.
2,000.00	2,000.00	.....	.....	5,000.00	496.20	.....	
143.68	57.60	.....	.....	2,433.60	.....	.....	
.....	10.75	.....	.....	80.44	.....	.....	July 1 to Aug. 24, 1894.
5.80	61.25	.....	.....	728.55	.....	.....	Aug. 25, 1894, to June 30, 1895.
.....	.....	.....	.....	338.35	.....	.....	July 1 to Oct. 31, 1894.
.....	.....	.....	.....	667.70	.....	.....	Nov. 1, 1894, to June 30, 1895.

Statement of the official emoluments of officers of the customs for the fiscal year

District or port.	Name of officer.	Receipts.				
		Balance due United States July 1, 1894.	Salary.	Fees collected.	Fees under act of June 10, 1890.	Services to American vessels.
York, Me	George W. Currier	.....	$62.50	.....	.....	$0.50
Do	Edward W. Baker	.....	187.50	.....	.....	2.75
	Naval officers.					
Baltimore, Md	Barnes Compton	.....	5,000.00	.....	.....	.....
Boston, Mass	Frank D. Currier	.....	27.17	.....	.....	.....
Do	Charles F. Stone	.....	4,972.83	.....	.....	.....
New Orleans, La	Jeff B. Snyder	.....	5,000.00	.....	.....	.....
New York, N. Y	Christopher C. Baldwin.	.....	8,000.00	.....	.....	.....
Philadelphia, Pa	J. Marshall Wright	.....	5,000.00	.....	.....	.....
San Francisco, Cal	John P. Irish	.....	5,000.00	.....	.....	.....
	Surveyors.					
Baltimore, Md	Buchanan Schley	.....	4,500.00	.....	.....	.....
Boston, Mass	William E. Blunt	.....	3,319.40	.....	.....	.....
Do	Daniel F. Buckley	.....	1,680.60	.....	.....	.....
Greenport, N. Y	John A. Bassarear	.....	.....	.....	.....	81.65
Do	E. S. Havens	.....	.....	.....	.....	161.50
Michigan City, Ind	Charles J. Robb	.....	291.35	.....	.....	.....
Do	Wm. A. Bray	.....	.....	.....	.....	.....
New Orleans, La	S. D. Ellis	.....	3,500.00	.....	.....	.....
New York, N. Y	John C. McGuire	.....	7,413.06	.....	.....	.....
Philadelphia, Pa	P. Gray Meek	.....	5,000.00	.....	.....	.....
Do	John J. Ridgway	.....	40.00	.....	.....	.....
Portland, Me	Mark F. Wentworth	.....	4,500.00	.....	.....	.....
San Francisco, Cal	William D. English	.....	5,000.00	.....	.....	.....
Total	.....	2,873.44	222,378.49	$90,438.45	$7,256.58	22,150.48

RECAPITULATION.

Balance due United States July 1, 1894	$2,873.44
Salary	222,378.49
Fees collected in cash	90,438.45
Fees act June 10, 1890	7,256.58
Services to American vessels	22,150.48
Commissions	90,297.20
Storage	35,657.40
Transfer	102.03
Total	471,154.07

TREASURY DEPARTMENT,
Office of Auditor for the Treasury Department, December 31, 1895.

ended June 30, 1895 (required by section 2639, Revised Statutes)—Continued.

Receipts.			Expenditures.				Remarks.
Commissions.	Storage.	Balance due officer June 30, 1895.	Balance due officer July 1, 1894.	Compensation.	Deposits.	Balance due United States June 30, 1895.	
.....	.....	.....	.....	$63.00	.....	.....	July 1 to Sept. 30, 1894.
.....	.....	.....	.....	190.25	.....	.....	Oct. 1, 1894, to June 30, 1895.
.....	.....	.....	.....	5,000.00	.....	.....	
.....	.....	.....	.....	27.17	.....	.....	July 1 and 2, 1894.
.....	.....	.....	.....	4,972.83	.....	.....	July 3, 1894, to June 30 1895.
.....	.....	.....	.....	5,000.00	.....	.....	
.....	.....	.....	.....	8,000.00	.....	.....	
.....	.....	.....	.....	5,000.00	.....	.....	
.....	.....	.....	.....	5,000.00	.....	.....	
.....	.....	.....	.....	4,500.00	.....	.....	
.....	.....	.....	.....	3,319.40	.....	.....	July 1, 1894, to Feb. 28, 1895.
.....	.....	.....	.....	1,680.60	.....	.....	Mar. 1 to June 30, 1895.
.....	.....	.....	.....	81.65	.....	.....	July 1 to Sept. 30, 1894.
.....	.....	.....	.....	161.50	.....	.....	Oct. 1, 1894, to June 30, 1895.
.....	.....	.....	.....	291.35	.....	.....	July 1, 1894, to Apr. 30, 1895.
.....	.....	.....	.....	.....	.....	.....	May 1 to June 30, 1895. Account waiting on confirmation of surveyor.
.....	.....	.....	.....	3,500.00	.....	.....	
.....	.....	.....	.....	7,413.06	.....	.....	July 28, 1894, to June 30, 1895. Office vacant July 1 to 27.
.....	.....	.....	.....	5,000.00	.....	.....	
.....	.....	.....	$40.00	.....	.....	.....	
.....	.....	.....	.....	4,500.00	.....	.....	
.....	.....	.....	.....	5,000.00	.....	.....	
.....	.....	.....	.....	4,500.00	.....	.....	
.....	.....	.....	.....	5,000.00	.....	.....	
$90,297.20	$35,657.40	*$102.03	†4,819.10	419,969.53	$45,985.24	$380.20	

* Transfers.

† Transfer 4,679.10.

RECAPITULATION.

Balance due officers July 1, 1894	$140.00
Transfers	4,679.10
Compensation	419,969.53
Deposits	45,985.24
Balance due United States June 30, 1895	380.20
Total	471,154.07

R. M. COUSAR,
Acting Auditor for the Treasury Department.

O

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 124.

PURCHASE OF PREMISES OCCUPIED BY THE UNITED STATES LEGATION AT TOKYO, JAPAN.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A communication from the Secretary of State, requesting an immediate appropriation for the purchase of the premises occupied by the United States legation at Tokyo, Japan.

JANUARY 8, 1896.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
January 7, 1896.

SIR: I have the honor to transmit herewith, for the consideration of Congress, a communication from the Secretary of State of the 6th instant, requesting an immediate appropriation of $16,000 for the purchase of the premises occupied by the United States legation at Tokyo, Japan, the option for which expires on the 19th of May, next.

Respectfully, yours,

S. WIKE, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF STATE,
Washington, January 6, 1896.

SIR: The estimates of appropriation for the years 1881–82, 1882–83, 1886–87, 1887–88, 1888–89, 1889–90, 1890–91, 1891–92, and 1893–94 contain an item asking an appropriation of $25,000 for the erection of buildings for legation, court-house, and jail at Tokyo, Japan, upon ground offered to the United States by the Government of Japan. Up to the present time, however, no favorable action in that direction has been taken by Congress.

In this connection I herewith transmit a copy of a dispatch from Mr. Edwin Dun, United States minister at Tokyo, No. 327, of November 20, 1895, announcing that the lease from the Imperial Japanese Government, under which the present building and site occupied by the

United States legation at Tokyo are held, will expire May 15, 1896, and adducing cogent reasons why our Government should avail itself of the option to purchase the premises for the very moderate "sum of 30,000 yen Japanese money," as provided in the existing lease. Mr. Dun pertinently observes:

> For the sum of about $16,000 American gold the United States Government can acquire full possession of the present legation site and the improvements, subject only to a small ground rent of about $200 American gold per annum. This option expires May 19, 1896, and I have reason to believe that it will not be extended or renewed.

To my mind it is evident that the interests of the Government of the United States, so far as concerns the appropriate habitation of its legation in Japan, should not depend upon an uncertain and tentative condition. The location of the premises, its adaptability for its present uses, its size, its cheapness, and the fact that so eligible and suitable a compound can not readily be obtained, in case we are compelled to vacate the present site upon brief notice, render it all the more desirable that an appropriation of $16,000, or so much thereof as may be necessary, may be immediately made so that the Department might enter into arrangements looking to the purchase of the premises at the expiration of the lease in May next. The outlay, as a measure of economy, may well justify the expenditure, since the yearly rental of $4,000, were there no uncertainty as to our tenure, would, in four years, equal the amount now asked for the premises, subject only to a nominal annual ground rental.

The fireproof outhouse, or godown which Mr. Dun thinks should be added to the premises for the better protection of the valuable legation archives, is a timely suggestion, but the trivial expense incident to the erection of such a building which may later claim the consideration of Congress, should, in no wise, conflict or impair the higher and more imperative duty of our Government in owning the premises in order that its legation may possess a permanent and convenient location at the Japanese capital and thus obviate possible serious inconvenience and unnecessary expense in the near future.

I request that this correspondence be promptly laid before Congress for its consideration and, I sincerely hope, its immediate and favorable action.

I have the honor to be, sir, your obedient servant,

RICHARD OLNEY.

The SECRETARY OF THE TREASURY.

Mr. Dun to Mr. Olney.

No. 327.] LEGATION OF THE UNITED STATES,
Tokyo, Japan, November 20, 1895.

SIR: I have the honor to inform you that the lease of the premises which have been occupied for the past five years by this legation will expire on May 15, 1896. It is provided in the lease that the United States Government may at any time during the continuance thereof "purchase the said premises and movable property for the sum of 30,000 yen Japanese money," and clause 10 of the lease further provides that in the event the United States Government exercises this right of purchase "His Imperial Japanese Majesty's Government will grant to the United States Government a lease in perpetuity of said land, subject

only to the annual payment of the sum of 400 yen Japanese money as ground rent." It is expressly stated that this right of purchase lapses unless availed of before the expiration of the present lease in May next.

The land now occupied by the legation measures a little more than 3 acres in extent. It is favorably located for legation purposes, being on high and dry ground and near to the foreign office and other public buildings. The location is fairly healthy, and being separated from the neighboring edifices by wide streets and unoccupied high land, there is but little danger to be apprehended from the conflagrations which so frequently reduce whole quarters of Tokyo to ashes. The land without the improvements is valuable—at a low estimate it is worth 50,000 yen—and I am confident that except by the payment of a large sum of money it would prove extremely difficult to secure as good a location for the legation as the present site. The main building occupied by the legation is new, and is fairly well suited to its purpose, being constructed of wood. However, we should have a fireproof outhouse or godown for the better protection of the legation archives. I am confident that all these improvements could not be replaced for a less sum than 30,000 yen, the price named in the lease as the one at which they can be bought until May 15, 1896.

Viewing the question exclusively from the standpoint of economy, I am confident it would prove most advantageous to the Government to own the premises at present occupied by the legation. The yearly rent of $4,000 United States gold, which we have now paid for six years, would have purchased the premises nearly twice over, and at the end we have nothing to show for the money expended, and we can not be sure that the legation will be permitted to remain after May 15, 1896. Indeed, it is not within the power of His Majesty the Emperor, or of His Majesty's minister for foreign affairs, to allow the United States legation to remain on indefinitely occupying these premises. It is Government, not Crown land, and a statement of the rent received and the circumstances of the lease appear in every budget presented by the ministry to the Diet, and it is the subject of discussion and legislative action the same as any other item.

It is under these circumstances that I deem it my duty to place the facts of the situation before you, so that you may be enabled to direct me as to what course to pursue with a full knowledge and appreciation of the facts. For the sum of about $16,000 American gold the United States Government can acquire full possession of the present legation site and the improvements, subject only to a small ground rent of about $200 American gold per annum. This option expires May 15, 1896, and I have reason to believe that it will not be extended or renewed. It may be that, thanks to the present minister of foreign affairs, the legation will be permitted to remain on from year to year in the present premises, but, as I have pointed out, no minister could guarantee us undisturbed possession except from session to session of the Diet.

The growth and development of new departments and bureaus of the Japanese Government has been very great during the last few years, and as a result many of them are now occupying temporary and incommodious quarters, rented by the Government from private individuals and at great expense. The circumstance that while the United States legation is occupying a Japanese Government building which is convenient and suitable for departmental offices, many important bureaus of the Government are expensively housed in temporary structures, has been commented upon of late. Under these circumstances it is quite possible, and I personally believe it to be probable,

that on May 15 of next year, when our option to purchase the premises and the improvements expires, should the United States Government have taken no action in the matter, the Japanese authorities will indicate their desire to enter upon possession again and convert the legation into Government offices.

In such an event I am at a loss to say what disposition could be made for the accommodation of this legation. It is, however, certain that such a removal would cause great inconvenience to our citizens and, in the end, a very great expense to the United States Government which might now be obviated.

In this connection it may not be without interest to state, in brief, the vicissitudes to which the Spanish legation in Japan has been subjected during the last few years. So far as I know Spain is the only power represented in Japan which has hitherto pursued the same policy as our Government in the matter of renting legation premises. Some four years ago the lease under which the Spanish legation was occupied having expired, and after long and fruitless researches to secure another suitable building in Tokyo the minister and his staff were compelled to remove the legation to Yokohama. From that day to this, a period of more than four years, the principal duty and preoccupation of the Spanish representatives in this country has been to secure a suitable building for legation purposes. Their efforts, however, have proven invariably unsuccessful, and recently the Spanish Government has been compelled to order the expenditure of 150,000 yen Japanese money for the purchase of a site and the erection of suitable legation buildings.

You will see that in the end the Spanish Government has been compelled to spend five times that amount, with which, until May 15, 1896, it is optional with the United States Government to obtain a suitable site and fairly adequate buildings.

In conclusion, I deem it not unnecessary to dwell upon the vexatious delays in the transaction of public business and the inconvenience to our citizens which the removal of this legation to a less central and accessible site would entail upon all concerned, here at Tokyo, where the distances are so great and the methods of vehicle transportation so inadequate and so uncomfortable.

I have, etc.,

EDWIN DUN.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 125.

INTERNATIONAL DAM IN RIO GRANDE RIVER, NEAR EL PASO, TEX.

JANUARY 7, 1896.—Ordered to be printed.

Mr. HITT presented the following

LETTER FROM COL. ANSON MILLS, MAJOR TENTH CAVALRY, TO THE SECRETARY OF STATE, DATED DECEMBER 10, 1888.

EBBITT HOUSE,
Washington, D. C., December 10, 1888.

SIR: Agreeable to promise at our interview this a. m., I have the honor to submit the following general outline of my projected scheme for an international dam and water storage in the Rio Grande River, near El Paso, Tex., for the control of the annual floods and the preservation of the national boundary to the Gulf, and for other purposes.

The Rio Grande, 1,800 miles long, rises from an unusual number of tributaries in the very high altitudes of southern Colorado and northern New Mexico, where the rain and snow fall is extraordinary, and the ice formed therefrom in the long winter enormous. As it flows southward the precipitation gradually decreases for 600 miles, when the Mexican boundary is reached at El Paso, Tex., where there is neither snow nor ice, and but 8 inches annual rainfall; from thence 1,200 miles south, to the Gulf of Mexico, the rainfall is only sufficient to compensate for the loss by evaporation (which latter is very great), and for these reasons, the river has but few tributaries, and no increase of flow below El Paso.

The annual floods, caused by the melting of snow and ice in the mountains, take place in May and last for about seventy-five days, during which period the average flow may be estimated at 200 yards in width by 2 yards in depth, with a velocity of 5 miles per hour, although in recurring periods of about seven years it is much greater. During the remaining two hundred and ninety days of the year the average flow is perhaps not over 30 yards wide by 1 yard deep, with the same velocity, and in the same recurring periods, in the intervals between the high tides, the river goes dry for months, as it is at this time—or at least has no current, with not enough water in the pools to float the fish.

There is a present popular opinion that this want of water comes from its diversion by the numerous irrigating canals lately taken out in Colorado and New Mexico, and while it is problematical what effect this may have, if any, I am of the opinion that most of this water returns to the stream again, either through the atmosphere, by evaporation and precipitation, or by the earth, through overflow and drainage, as from personal observation I know that these seasons of flood and drought were of about the same character thirty years ago.

After leaving the mountains the river passes through low valleys of bottom lands from 1 to 12 miles wide and from 4 to 8 feet above low-water level, of a light, sandy alluvium formed during annual overflows by sedimentary deposits from silt, which the water always carries in a greater or less degree.

In meandering along the Texan bank of the river, as a land surveyor, from the New Mexican line to a point below Fort Quitman, in 1858, 1859, and 1860, I observed that the deposit was from one-half inch to 3 inches annually, that during the floods the bed of the river was constantly changing by erosion and deposit, and that in regular cycles it shifted from one of its firm rocky or clay banks to the other, as the deposits had raised the side of the valley through which it then flowed above the level of the opposite side. Generally this change took place slowly, by erosion and deposit of matter entirely in suspension; but frequently hundreds of acres would be passed in a single day by a cut-off in a bend of one channel, and sometimes the bed would suddenly change from one firm bank to the other, a distance of perhaps 20 miles in length by 6 in width. For instance, when surveying "El Canutillo," a valley a short distance above El Paso, the river was moving westward, and about the middle of the valley, which was some 6 miles wide. Old Mexicans who had lived in the vicinity informed me that in 1821 the river ran close along the eastern bluff, where its bed was plainly to be seen, as was also a less plainly outlined bed along the bluffs on the opposite side, where the river flows at this date, and gives evidence of returning abruptly to the eastern bluffs again at the next greatest high tide, to its old channel along the bed of the track of the Santa Fe Railroad.

In another case, more recent and extensive, in the great valley below El Paso, some 12 miles in width and 20 miles long, the river, as was plainly evident at the time I was surveying the land, had made a sudden change from the bluffs on the eastern or Texan side to the western or Mexican side of the valley.

Mexicans who had been residents continuously in that vicinity informed me that this change took place in 1842.

Again, in 1884, in this vicinity, the river swept suddenly from the Mexican side, crossed the Southern Pacific Railroad, and destroyed both track and bed for a distance of 15 miles, stopping traffic for a period of three months and causing the removal of the road to hills above the valley.

Though these are the most extensive changes that came within my personal observation, similar ones are being made annually, from El Paso to the Gulf, which not only prevent the settlement and development of such of the lands as are sufficiently above the overflow (were the banks and boundaries secure), but, by reason of the river being the national boundary between the United States and Mexico for over 1,200 miles, cause fatal embarrassments to the citizens and officials of both Republics in fixing boundaries and titles to lands, in preventing smuggling, collecting customs, and in the legal punishment of all crimes and misdemeanors committed near the supposed boundary line, it being easy at almost any point in its great length to produce evidence sufficient to raise a reasonable doubt in the minds of the jurors as to which side of the line the arrest was made or the act committed.

At the last session of Congress the House passed a joint resolution (No. 112) requesting the President to appoint a commission, in conjunction with a similar one from the Republic of Mexico, to consider the matter above referred to. While surveying these lands in 1858, and prospecting for a crossing of the Rio Grande for the Memphis, El Paso

and Pacific Railroad, which was then projected—and in fact in course of construction—I examined the pass about 3 miles above the present city of El Paso, and discovered that it had solid rock bed and walls, the latter but about 400 feet apart, and that the valley above which came close down to the spur of the Rocky Mountains which crossed the river and formed the pass was from 4 to 8 miles wide, with a fall of about 4 feet to the mile, so that it would be an easy matter to build a dam in this pass and create an immense lake.

The water coming through this pass for ages has deposited at its lower end a great mass of rocks, over which is formed rapids with about 12 feet fall, and the aborigines of prehistoric ages made use of this to carry the water on to the lands below, no one knows how long ago, but it is known that the Mexicans have used it for two hundred years under most disadvantageous and unsatisfactory circumstances.

I have witnessed, each succeeding year, hundreds of Mexicans piling loose stones on the top of this drift of rocks to raise the level to that carried away by the floods of the preceding year; and it has been estimated by a federal engineer sent from the City of Mexico, that, had the labor thus expended been reduced to silver, the dam could have been built of the solid metal. The difficulty has been and always will be that there is neither bed rock nor solid earth in the bottom or banks, each being composed of quicksand.

In other places in the valley temporary willow dams 1 or 2 feet high are made at convenient places, and the water carried several miles below on to the lands that are above the usual overflow; but these dams are carried away annually and have to be rebuilt, and frequently the river bed moves miles away from the mouth of the ditch or acequia, rendering it useless; but even if these difficulties in carrying the water from the bed of the river to the lands are overcome in the usual manner, it is evident that by reason of a great overflow, say every seventh year, and a dry river in a like period, no system of irrigation for the Rio Grande can prove satisfactory that does not embrace a grand storage system sufficient both to restrain, to a great extent at least, the tidal flow and maintain a constant annual flow, especially since the great emigration and settlement in its valley is constantly doubling the demand for water.

Being on leave of absence in the city of El Paso recently, where I was a citizen before the war, having surveyed the first plat of the town and being well known to most of its citizens, I was invited by the city council to submit to it a plan for water supply and irrigation that would overcome the difficulties above referred to.

It at once occurred to me that as the Rio Grande was the joint property of the two nations and especially as the Mexicans had used its waters since time when "the memory of man runneth not to the contrary," that any plan to be acceptable and satisfactory must be international in character, and the works, both before and after completion under the joint federal control of the two nations, the more so as riparian rights in this country, so far as regards irrigation, are not well defined by law and could be best brought about in this instance by treaty stipulations between the two countries.

The matter of restraining the tidal flow by storing the water, and thus protect the constantly changing national boundary, occurred to me—if it could be introduced into the project—as likely to secure encouragement and substantial aid by liberal appropriations in money from both Governments.

And further, that El Paso, being now a city of over 11,000 population, and having every prospect of being a large manufacturing city at no distant day—there being no place within 500 miles likely to compete with it—the subject of water power ought also to enter into the problem, which of necessity is of such vast proportions as to require all incidental aid possible to attach to it to insure its success.

It will be apparent, from what has been written, that the Rio Grande is one of the first magnitude, not only in length and breadth, but for short, annual periods in devastating flow of waters, and that its general characteristics, as compared with other rivers, with reference to irrigation, are so abnormal as to require different or more heroic treatment.

I therefore projected a scheme which may be briefly outlined as follows:

To build a strong dam of stones and cement—say 60 feet high—in the pass before referred to and by submerging about 60,000 acres of land now subject to overflow and of little comparative value, create a vast lake 15 miles long by 7 wide, with a probable storage capacity of 4,000,000,000 cubic yards of water; place gates on each side of the river in the dam at the 50-foot level for wastewiers and irrigating canals to supply each side of the river and keep up a flow in its bed which would bring the water in the canals 70 feet above the streets in the cities of El Paso and Juarez, respectively.

The gates at the 50-foot level would give an available reserve of water of 10 feet over the entire surface of the lake—over 2,000,000,000 cubic yards—which would be exhausted during the long season of little flow for the purposes of irrigation and other needs, as well as maintaining a constant stream in the river beds so arranged as to exhaust the reserve about the period of annual flood, which would be checked and held in reserve for the next season of little flow, and in this manner produce a comparatively constant and unvarying flow of water for each entire year below the dam, redeeming many times the number of acres submerged above in the lake from overflow below, and fixing permanently the national boundary, the banks of the river, as well as the boundaries and titles to private lands, and making it an easy matter to collect duties and prevent smuggling, detect crimes and misdemeanors generally, arrest and punish criminals, as it is along other national boundaries.

The assumed flow given for the seventy-five days of high water will give about 6,500,000,000 cubic yards, and that for the remaining two hundred and ninety days 1,500,000,000, making an aggregate annual flow of 8,000,000,000 cubic yards. If we allow 2,000,000,000 of this for loss by evaporation and other wastes, which former in this dry atmosphere is very great, perhaps 20 inches, we have 6,000,000,000 cubic yards remaining. This should be divided into three equal parts, one for each side of the river, for irrigation and other needs, and the third for overflow, through water motors, to furnish power to the future manufacturing cities on each side and to maintain a constant flow in the river below to the Gulf, as would no doubt be demanded by the people there as their right ere they would permit the scheme to be carried out.

The 2,000,000,000 cubic yards falling a distance of 50 feet over the dam, estimating the weight of a cubic yard of water at 500 pounds, and 1 horsepower the energy required to lift 33,000 pounds 1 foot in a minute, would expend energy equal to over 10,000 horse power for eight hours every day in the year, and produce a constant stream in the bed of the river 26 yards wide by 1 foot deep, running with a velocity of 5 miles per hour, to say nothing of the probability that the

greater part of the other two-thirds would find its way again to the river bed through the earth and air, the whole flowing in a steady, continuous stream to the mouth of the river to be used as required at any season of the year, instead of, as is now the case, six-eighths of the entire mass of the annual flow going rapidly to the Gulf in the short period of seventy-five days untaxed.

Estimating the amount of water required for annual irrigation at 20 inches, the water reserved for that purpose would be sufficient for 1,000,000 acres on each side of the river—all that could be reclaimed from the desert for 100 miles below.

To carry out this project I recommended to the people on each side of the Rio Grande that they petition to the executive authority of their respective nations for the creation of a joint commission to draw up the necessary treaty stipulations to protect the work and the rights of all interested in them, the fundamental feature of which should certainly be that each nation should have the right to divert no more than one-third of the flow at any period, and that one-third of the flow should be maintained in the bed of the river, and that this international commission have charge and control of the work after completion as well as during construction.

That the legislative authorities of the two nations be asked to appropriate, after complete investigations and estimates have been made, money sufficient to complete the work, probably $100,000 for the dam proper, $100,000 for the condemnation of the 50,000 acres of land to be submerged, and $100,000 for the removal of some 15 miles of the road bed of the Atchison, Topeka and Santa Fe Railroad to bluffs above the old bed of the river, where the track now lies, subject to annual damage, and sooner or later total destruction, unless removed.

It will also be apparent that the waters of this great lake will be clear and fresh, the silt held in suspension in the current of the river being precipitated as soon as it enters the still water of the lake, doing away with the great trouble and expense now necessary in keeping the canals and ditches cleansed of sedimentary deposits, and a further great benefit derived from using water reduced in temperature by exposure for months in a warm climate far below that used in the early spring, which comes in three days from snow and ice and is immediately applied to the young and tender sprouting plants, chilling and checking their growth.

I know of no point in the Rio Grande, between Alberquerque and the Gulf of Mexico, where nature has provided both the natural basin and rim for a lake of such great dimensions, for indeed it can be made 100 feet deep if desired, and it may be questioned whether a depth of 60 feet, with 10 feet reserve to draw from, will afford sufficient storage to control perfectly the tide at its highest flow.

This project was well received by the people and has been earnestly discussed in the public press of the locality ever since, with general approbation and a disposition to endeavor to carry it out as quickly as possible; the only question exciting any general distrust being that of the sedimentary deposit in the lake, it is held by some, will shorten the life of the reservoir by filling the lake at such an early period as to render the scheme of doubtful expediency, and opinions differ very widely upon this subject, which is, indeed, a problematical one, and can only be determined, even approximately, by actual measurements of a great majority of the annual flow, for the quantity of sediment changes with flow and season.

That the bed of the river will eventually be filled, of course, is only a

matter of time, but whether in fifteen or one hundred and fifty years, can only be ascertained by prolonged, actual measurements; but, even if filled in the near future, it seems to me that the difficulty may be overcome by raising the dam, unless, indeed, that should be required too often.

The matter has already been referred to Major Powell, chief of the Geological Survey, who has sent Capt. Clarence Dutton, of his Department, to El Paso, to investigate and report on the feasibility of the scheme, but as the initial steps, should it be pronounced feasible, must come from your Department in the nature of international treaty stipulations, I have thought it proper to thus early acquaint you with the grand project.

I beg to refer you to Hon. Mr. Lanham, Member of Congress from Texas, who is acquainted with me personally and my projected scheme.

ANSON MILLS,
Major Tenth Cavalry,
Brevet Lieutenant-Colonel, United States Army.

The SECRETARY OF STATE,
Washington, D. C.

CONCURRENT RESOLUTION concerning the irrigation of arid lands in the valley of the Rio Grande River, the construction of a dam across said river at or near El Paso, Tex., for the storage of its waste waters, and for other purposes.

Whereas the Rio Grande River is the boundary line between the United States and Mexico; and

Whereas by irrigating ditches and canals taking the water from said river, and other causes, the usual supply of water therefrom has been exhausted before it reaches the point where it divides the United States of America from the Republic of Mexico, thereby rendering the lands in its valley arid and unproductive, to the great detriment of the citizens of the two countries who live along its course; and

Whereas in former years annual floods in said river have been such as to change the channel thereof, producing serious avulsions and oftentimes and in many places leaving large tracts of land belonging to the people of the United States on the Mexican side of the river and Mexican lands on the American side, thus producing a confusion of boundary, a disturbance of private and public titles to lands, as well as provoking conflicts to jurisdiction between the two Governments, offering facilities for smuggling, promoting the evasion and preventing the collection of revenues by the respective countries; and

Whereas these conditions are a standing menace to the harmony and prosperity of the citizens of said countries and the amicable and orderly administration of their respective Governments, therefore,

Resolved by the Senate (the House of Representatives concurring), That the President be requested, if, in his opinion, it is not incompatible with the public interests, to enter into negotiations with the Government of Mexico with a view to the remedy of all such difficulties as are mentioned in the preamble to this resolution, and such other matters connected therewith as may be better adjusted by agreement or convention between the two Governments.

The President is also requested to include in the negotiation with the Government of Mexico all other subjects which may be deemed to affect the present or prospective relations of both Governments.

Passed April 29, 1890.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 126.

PAYMENT OF CERTAIN AMOUNTS OUT OF THE CONTINGENT FUND.

LETTER FROM THE CLERK OF THE HOUSE OF REPRESENTATIVES RELATING TO THE PAYMENT OF CERTAIN AMOUNTS OUT OF THE CONTINGENT FUND OF THE HOUSE.

JANUARY 8, 1896.—Referred to the Committee on Appropriations and ordered to be printed.

CLERK'S OFFICE, HOUSE OF REPRESENTATIVES,
Washington, D. C., January 7, 1896.

SIR: The late disbursing clerk of the House of Representatives has called my attention to four resolutions which were passed by the House of Representatives directing the payment of certain amounts out of the contingent fund of the House, and also to certain accounts against the House remaining unpaid for the reason that there were not sufficient funds remaining unexpended out of which to pay and satisfy the same, which letter I submit herewith for such action as the House may deem proper.

Respectfully submitted.

A. MCDOWELL,
Clerk of the House of Representatives.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

WASHINGTON, D. C., *December 31, 1895.*

SIR: On March 2, 1895, the House of Representatives passed four resolutions, in which they directed certain payments to be made by the Clerk from the contingent fund of the House. The amounts were payable out of the miscellaneous items appropriated for the fiscal year ended June 30, 1895.

There was not a sufficient amount of money unexpended in this fund with which to pay these items, and none of them have been paid. The resolutions to which I refer read as follows:

Resolved, That the Clerk of the House be directed to pay out of the contingent fund of the House to R. F. Sanger, father of George R. Sanger, deceased, late clerk to the Doorkeeper of the House, a sum not exceeding $250, to pay the expenses of his last illness and funeral.

Resolved, That the Clerk of the House of Representatives be directed to pay out of the contingent fund of the House to Mrs. Jennie B. Darneille, widow of John D. Darneille, deceased, late a messenger in the employ of the House of Representatives, a sum equal to his salary as such messenger for six months; also the expenses attending his last illness and funeral, not to exceed $250.

Resolved, That the Clerk of the House of Representatives be directed to pay out of the contingent fund of the House to the widow of J. W. America, deceased, late

matter of time, but whether in fifteen or one hundred and fifty years, can only be ascertained by prolonged, actual measurements; but, even if filled in the near future, it seems to me that the difficulty may be overcome by raising the dam, unless, indeed, that should be required too often.

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Resolved, That the Clerk of the House of Representatives be directed to pay out of the contingent fund of the House to the widow of J. W. America, deceased, late

one of the employees of this House, a sum equal to his salary for six months, and that the Clerk be directed to pay out of the contingent fund of the House the funeral expenses of the said J. W. America, said expenses not to exceed $150.

Resolved, That the Clerk of the House be, and he is hereby, authorized to pay, out of the contingent fund of the House, John W. Almarode, father of Ernest Almarode, deceased, late an employee of the House of Representatives, a sum equal to six months of the salary paid to him at the time of his death, and also to pay to him the amount of the expenses of the last illness and funeral of said Ernest Almarode, said expenses not to exceed $250, to be paid on bills of particulars as now required by law.

To pay the sums directed to be paid by these resolutions the following amounts will be required, viz:

To R. F. Sanger, father of George R. Sanger (maximum)		$250.00
To Mrs. Jennie B. Darneille, widow of John D. Darneille, deceased, a sum equal to his salary for six months	$500.00	
Expenses last illness and funeral (maximum)	250.00	
		750.00
To the widow of J. W. America a sum equal to his salary for six months	400.00	
Funeral expenses (maximum)	150.00	
		550.00
To John W. Almarode, father of Ernest Almarode, a sum equal to six months' salary	250.00	
Expenses of last illness and funeral (maximum)	250.00	
		500.00
		2,050.00

In addition to the above charges against the appropriations for 1895 there are the following accounts remaining unpaid for the reason that there was not sufficient money unexpended of the miscellaneous items of the contingent fund out of which to pay the same, namely:

L. H. Schneider's Son account	$38.80	
J. Karr	27.50	
The Chesapeake and Potomac Telephone Company	263.36	
		329.66
Total		2,379.66

These three accounts have all been approved by the Committee on Accounts, but were not paid for the reason stated.

Your attention is directed to these matters that you may take such steps as may be deemed proper.

Very respectfully,

J. FRANK SNYDER,
Disbursing Clerk House of Representatives.

Hon. A. MCDOWELL,
Clerk House of Representatives.

O

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 127.

HENRY FIELD.

Letter from the Assistant Clerk of the Court of Claims, transmitting a copy of the findings filed by the court in the case of Henry Field against the United States.

JANUARY 8, 1896.—Referred to the Committee on War Claims and ordered to be printed.

COURT OF CLAIMS, CLERK'S OFFICE,
Washington, December 21, 1895.

SIR: Pursuant to the order of the court I transmit herewith a certified copy of the findings filed by the court in the aforesaid cause, which case was referred to this court by the Committee on War Claims, House of Representatives, under the act of March 3, 1883.

I am, very respectfully, yours, etc.,

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

[Court of Claims. Congressional, No. 4506. Henry Field *v.* The United States.]

This case, being a claim for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion, the court, on a preliminary inquiry, finds that Henry Field, the person alleged to have furnished such supplies or stores, or from whom the same are alleged to have been taken, was loyal to the Government of the United States throughout said war.

BY THE COURT.

Filed May 26, 1890.

[Court of Claims. Congressional case No. 4506. Henry Field *v.* The United States.]

STATEMENT OF CASE.

The claim in the above-entitled case for supplies or stores alleged to have been taken by or furnished to the military forces of the United States for their use during the late war for the suppression of the rebellion was transmitted to the court by the Committee on War Claims, House of Representatives, on the 4th day of May, 1888.

On a preliminary inquiry the court, on the 26th day of May, 1890, found that the person alleged to have furnished the supplies or stores, or from whom they were alleged to have been taken, was loyal to the Government of the United States throughout said war.

The case was brought to a hearing on its merits on the 28th day of March, 1895.

F. P. Dewees, esq., appeared for claimant, and the Attorney-General, by G. H. Gorman, esq., his assistant, and under his direction, appeared for the defense and protection of the interests of the United States.

The claimant in his petition makes the following allegations:

That he is a citizen of the United States, residing in Savannah, Ga., where he resided during the late war of the rebellion; that at different times during said period the United States forces, by proper authority, took from him quartermaster stores and commissary supplies of the value of $2,309.10, and appropriated the same to the use of the United States Army, as follows:

9 tierces of rice, 6,615 pounds, at 14 cents per pound	$926.10
4 head of horses, at $150	600.00
1 stallion (thoroughbred)	350.00
80 bushels of corn, at $1.50 per bushel	120.00
45 bushels of oats, at 40 cents	18.00
6 bales of hay, 2,500 pounds	50.00
1,000 pounds of fodder, at 2 cents per pound	20.00
4 large hogs, 800 pounds, at 15 cents	120.00
21 shoat hogs, 800 pounds, at $5 each	105.00
Total	2,309.10

That his claim was presented to the Commissioners of Claims, by whom it was disallowed on the ground that they were not convinced of the truth of the claim.

That the claim has not been assigned or transferred and that he was throughout the war loyal to the United States and never rendered any aid or comfort to the enemy.

The court, upon the evidence and after considering the briefs and arguments of counsel on both sides, make the following

FINDINGS OF FACT:

The claimant had been a slave and had hired his time for many years and had accumulated some property, of which he was in possession when it was taken. That during the late war for the suppression of the rebellion the United States Army, by proper military authority, took from him stores and supplies, as alleged in the petition, the reasonable value of which at the time and place of taking was four hundred and fifty-one dollars ($451), which does not appear to have been paid for.

BY THE COURT.

Filed April 1, 1895.

A true copy.

Test this 21st day of December, 1895.

[SEAL.]

JOHN RANDOLPH,
Assistant Clerk Court of Claims.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 129.

CONDITION OF BUSINESS IN THE EXECUTIVE DEPARTMENTS, ETC.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

Statements showing the condition of the public business in the several Executive Departments and other Government establishments in the city of Washington on December 1, 1895.

JANUARY 9, 1896.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *January 6, 1896.*

SIR: In compliance with the requirements of section 7 of the act of March 2, 1895 (28 Stat., p. 808), I have the honor to transmit herewith statements showing the condition of public business in the several Executive Departments and other Government establishments in the city of Washington on December 1, 1895.

Respectfully, yours,

J. G. CARLISLE,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

STATE DEPARTMENT.

DEPARTMENT OF STATE,
Washington, December 12, 1895.

SIR: In reply to your letter of the 9th instant, concerning the requirement of section 7 of the act approved March 2, 1895, I have the honor to inform you that on December 1, 1895, the work of every office in this Department was well in hand and practically up to date. The only business of this Department that is in arrears is the preparation of necessary index books, catalogues, and card catalogues, the preparation of copies of correspondence for the Public Printer, and the opening and keeping of proper books in the Bureau of Accounts. The present force is inadequate for this business.

I have the honor to be, your obedient servant,

RICHARD OLNEY.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 30, 1895.

SIR: In reply to your circular letter of December 9, 1895, I have the honor to inform you that the work in the office of the chief clerk and superintendent is up to date.

Respectfully, yours,

LOGAN CARLISLE, *Chief Clerk.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 20, 1895.

SIR: In compliance with the request contained in circular letter of the 9th instant, I have the honor to state that the business of the division of bookkeeping and warrants is not in arrears.

Respectfully, yours,

W. F. MACLENNAN, *Chief.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 31, 1895.

SIR: In accordance with your circular letter of the 9th instant, in regard to the condition of business in this Department, I have the honor to state that, although great difficulty has been found in keeping up the current work of the division of customs on account of insufficient force, there is at the present time no unusual accumulation of unfinished business.

Respectfully, yours,

JOHN M. COMSTOCK,
Chief of the Division of Customs.

Hon. S. WIKE, *Acting Secretary.*

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 19, 1895.

SIR: In response to Department circular letter of the 9th instant, I have the honor to report that none of the business of this division is in arrears. The work of the division being current it must, of necessity, be kept up to date.

Respectfully, yours,

SCOTT NESBIT,
Chief Appointment Division.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 17, 1895.

SIR: In compliance with instructions contained in your letter of the 9th instant, I have to report that the work of this division is in the main current, and no part is in arrears.

Respectfully, yours,

E. B. DASKAM,
Chief of Division of Public Moneys.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 17, 1895.

SIR: I have the honor to state, in response to circular letter of the 9th instant, calling attention to section 7 of the act of March 2, 1895, that the business of this division is not in arrears.

Very respectfully,

A. T. HUNTINGTON,
Chief Division Loans and Currency.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 19, 1895.

SIR: Referring to circular letter of the honorable Secretary of the Treasury, dated the 9th instant, asking information as to the condition of the public business of the several bureaus and offices of the Treasury Department, I have respectfully to state that the business of the Revenue-Cutter Service division is not in arrears.

Respectfully, yours,

C. F. SHOEMAKER,
Captain, R. C. S., Chief of Division.

The CHIEF OF THE DIVISION OF APPOINTMENTS,
Treasury Department.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 18, 1895.

SIR: I have the honor to report that all the business of the miscellaneous division of the Secretary's Office is up to date, and that at no time during the year has it been in arrears.

Respectfully, yours,

LEWIS JORDAN,
Chief Miscellaneous Division.

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., January 4, 1896.

SIR: In answer to the circular letter of the Acting Secretary, dated the 9th ultimo, I have the honor to advise you that the work of the division of stationery, printing, and blanks, in all its branches, is well up to date.

Some delay and embarrassment have been experienced in supplying official envelopes to the outside service, on account of the failure of the contractors to furnish them as promptly as needed.

Under the law contracts for envelopes for the different Executive Departments are awarded by the Postmaster-General, and the present contractors, owing presumably to the magnitude of their undertaking, appear to be unable to meet the demands of the service in all cases.

Respectfully, yours,

SAMUEL ROADS, JR.,
Chief Division Stationery, Printing, and Blanks.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 16, 1895.

SIR: In reply to the circular letter of the Acting Secretary, making inquiry as to the condition of public business in this division, I have the honor to say that the work in the mail and files division is current work, and that it is kept up from day to day.

Respectfully, yours,

S. M. GAINES,
Chief, Mail and Files Division.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 17, 1895.

SIR: Referring to the inquiry contained in the circular letter dated the 10th instant, addressed to heads of bureaus and chiefs of divisions, I have the honor to state that no part of the business of the division of special agents is in arrears.

Respectfully, yours,

GEO. W. MAHER,
Acting Supervising Special Agent.

The CHIEF OF DIVISION OF APPOINTMENTS.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 18, 1895.

SIR: In reply to your letter of the 9th instant, I have the honor to state that none of the work in this office is in arrears.

Respectfully, yours,

GEO. A. BARTLETT,
Disbursing Clerk

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 18, 1895.

SIR: In response to the circular letter of the 9th instant relative to the condition of public business, I have to say that the business in my office is not in arrears in any respect.

Very respectfully,

THOMAS J. HOBBS,
Disbursing Clerk.

Hon. J. G. CARLISLE,
Secretary of the Treasury.

TREASURY DEPARTMENT, OFFICE OF THE SUPERVISING ARCHITECT,
Washington, D. C., December 17, 1895.

SIR: In answer to circular letter of the 9th instant, in which you call attention to section 7 of the legislative, executive, and judicial appropriation act, approved March 2, 1895, which calls for a report as to the condition of public business in each bureau or office, I have the honor to report that all the divisions of this Bureau are reasonably up to the requirements of the public business except the engineering and drafting division, the force of which can not be increased on account of inadequate appropriation. The number of buildings to be constructed or improved is annually increasing, as well as the repair and improvement of such buildings as have been previously erected or purchased for the uses of the Government. For these reasons the work of the technical force of the Supervising Architect's Office is insufficient to discharge with promptness the preliminary work of preparing necessary drawings for the public works.

Respectfully, yours,

W. M. AIKEN,
Supervising Architect.

Hon. S. WIKE,
Acting Secretary, Treasury Department.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE TREASURY,
Washington, D. C., January 4, 1896.

SIR: In answer to your letter calling for a statement showing whether the business of this office is in arrears, I have the honor to report as follows:

Appeals remaining on hand June 30, 1895	78
Appeals disposed of since that date	45
Appeals on hand	33
Appeals filed from June 30, 1895, to January 2, 1896	253
Appeals disposed of	121
Appeals on hand	132
Rehearings on hand	219

I have the honor to further state that I do not consider the business of the office in arrears, as there are special reasons why the cases remaining on hand have not been disposed of.

Respectfully, yours,

R. B. BOWLER, *Comptroller.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE TREASURY DEPARTMENT,
Washington, D. C., December 19, 1895.

SIR: In reply to circular letter of the 9th instant, I have the honor to state that the public business of this office is not in arrears.

Respectfully, yours,

R. M. COUSAR, *Acting Auditor.*

Hon. J. G. CARLISLE,
Secretary of the Treasury.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE WAR DEPARTMENT,
Washington, D. C., December 27, 1895.

SIR: In compliance with the provisions of section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, requiring a report as to the condition of public business in each bureau or office, I have the honor to make the following report as to this Bureau:

The work is up to date in all the divisions of this Bureau except the military division, the mail and miscellaneous division, and the pay and bounty division.

The military division when transferred to this Bureau from the Third Auditor's Office, October 1, 1894, brought with it 4,722 unsettled accounts, and has received 6,360 accounts from the War Department since the transfer, making a total of 11,082 accounts, and though all the clerks in said division were not transferred with the work, yet with a reduced force 9,020 accounts have been audited, reducing the number to 2,062 accounts unsettled on the 1st of this month, being less than half as many unsettled accounts as were on hand when the division was transferred to this Bureau, and I hope the work of the division will be brought up to date within a very short time.

The work of the mail and miscellaneous division is up to date, with the exception of the examination of accounts, which is about thirty days in arrears. This is due in part to the fact that the annual leave allowed the clerks has been taken toward the close of the calendar year, and one clerk has been but recently relieved from a month's quarantine on account of a contagious disease in his family. The accounts of the National Home for Disabled Volunteer Soldiers are somewhat in arrears, owing to the increased work necessary in consequence of a great number of suspensions, which will be removed by a change in the manner of treating the same, under recent rulings, and the work will be facilitated and soon brought up to date.

The pay and bounty division has always been behind for a number of years, and in both of my last two annual reports I called attention to the condition of the work, and asked for twenty-five additional clerks to bring the back work up to date. The following extract from my last annual report shows the extent to which the work was in arrears and the recommendations made by me at that time:

"The following table gives a comparative statement of the number of claims pending in the pay and bounty division at the end of each of the last four fiscal years, showing a gradual gain each year:

	Examining branch.	Settling branch.	Total.
June 30, 1892	44,712	799	45,511
June 30, 1893	39,146	649	39,795
June 30, 1894	32,497	548	33,045
June 30, 1895	24,497	676	25,173

"The work of the pay and bounty division is still about eighteen months behind, although the above tabulated statement shows that a gradual gain has been made on the back work during the last three years, the number of claims on hand having been reduced by 5,716 during the fiscal year ended June 30, 1893, and by 6,750 during the fiscal year ended June 30, 1894, and still further reduced by 7,872 during the last fiscal year, which has brought the work up to the claims filed in 1894. At the same rate of gain on this back work it will require the present force at least four years to bring the work up to date if as many new claims continue to be filed, but an increase of twenty-five clerks would enable this work to be brought up to date within two years, and I therefore respectfully

recommend, as I recommended in my last annual report, that this increase of force be made, in order that all just claims for pay and bounty due to soldiers and to the families of deceased soldiers may be paid more promptly."

During the eleven months past of the present calendar year 18,338 claims have been received and registered, being 8,484 claims in excess of the number received during the entire calendar year preceding. The increase in the number of claims received is attributable to the expiration by limitation on June 3, 1895, of the act of June 3, 1884, as amended by the acts of February 3, 1887, and February 9, 1893, and the rush of claimants to file claims before the limitation took effect. To this abnormal influx of claims and the insufficiency of the force engaged in adjudicating them may be attributed the condition of the work, which is still about fifteen months in arrears, and I again respectfully recommend an increase of twenty-five clerks to enable me to have the work in this division brought up to date.

Very respectfully,

T. STOBO FARROW, *Auditor.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE NAVY DEPARTMENT,
Washington, D. C., December 18, 1895.

SIR: In accordance with your circular letter dated December 9, 1895, "report on condition of public business," I have the honor to submit the following statement of the business of this office as of date December 17, 1895, and, for the further purpose of comparison, the status of the work December 31, 1894.

Requisition and adjustment division: The work is current and fully up to date.

Paymasters' division:

Accounts (disbursing) on hand	43
Accounts (disbursing) on hand December 31, 1894	50
Railroad claims pending	216
(Of these, 192 await information from the companies and from the quartermaster of the Army.)	
Telegraph claims pending	128
(Settlement in these cases suspended to await action of the court.)	

Navy pay and allotment division:

Disbursing accounts unsettled	4
(Same condition December 31, 1894.)	
Travel pay claim unsettled	1
(This claim awaits additional evidence.)	
Claim for interest in purchase money	1
(This claim awaits evidence.)	

General claims division:

Claims awaiting evidence	128
Claims awaiting decision of court	71
Completed claims, unsettled	90
Total	289

On December 31, 1894, the number of claims on hand unsettled was 427, thus showing net reduction for the year of 198.

Record division:

Claims awaiting evidence	50
Claims awaiting decision of court	28

Copying and recording to six months prior to date, which is as complete as is deemed practicable.

Condition December 31, 1894, same as above.

I have therefore to state that the business of this office, as shown by the above statement, is practically up to date, which condition has been maintained during the current calendar year.

All of which is respectfully submitted.

I am, sir, your obedient servant,

WM. H. PUGH, *Auditor.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE INTERIOR DEPARTMENT,
Washington, D. C., December 18, 1895.

SIR: In compliance with instructions contained in circular letter from your office, relative to the condition of public business in each bureau or office, dated the 9th instant—which was not received by me until the 16th instant—I have the honor to report that the work of this Bureau is practically up to date, all of the clerks being engaged on current work.

Respectfully, yours,

SAML. BLACKWELL, *Auditor.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., December 17, 1895.

SIR: In response to your direction of the 9th instant, received this day, to report through the division of appointments the condition of the business of this office, I have the honor to state that no part of the business of this office in any of its branches is in arrears, except that a portion of the money orders for the past fiscal year are not entirely checked. This does not, however, interfere with the prompt settlement of the money-order accounts of postmasters, for the reason that all of the money orders are assorted, and any balance of old work to July 1, 1895, can be quickly checked in the settlement of accounts. It is not an incorrect report, therefore, to state that no part of the work of this office is in arrears.

Very respectfully,

GEO. A. HOWARD, *Auditor.*

Hon. J. G. CARLISLE,
Secretary of the Treasury.

TREASURY DEPARTMENT, OFFICE OF
AUDITOR FOR THE STATE AND OTHER DEPARTMENTS,
Washington, D. C., December 17, 1895.

SIR: I have the honor to report that the business of this office is not in arrears in any of the divisions.

Respectfully, yours,

THOMAS HOLCOMB, *Auditor.*

Hon. S. WIKE,
Acting Secretary of the Treasury.

TREASURY DEPARTMENT, OFFICE OF THE TREASURER,
Washington, D. C., December 18, 1895.

SIR: I have the honor to inclose herewith, in compliance with the requirements of section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895 (28 Stat., p. 808), and the directions contained in circular letter of the Acting Secretary of the Treasury, dated the 9th instant, a statement as to the business of this Bureau by divisions, showing what portion of the same is in arrears, the extent thereof, and the reasons therefor.

Chief clerk's division.—The duties of this division consist of work of such a nature that it must be disposed of on the day of receipt, which is invariably done, often entailing labor long after the regular business hours.

Cash division.—The work of this division is of such a character that the daily cash settlement necessitates its completion, in general, each day, whether it can be done within the regular business hours or whatever longer time it may take.

Division of accounts.—The work in this division is completed up to date, with the exception of Post-Office work and the Treasurer's quarterly report. The work in these two classes is necessarily two quarters in arrears, as it requires about that length of time to return the pay and covering-in warrants.

Division of national banks.—None of the work in this division is in arrears.

Loan division.—The work in this division is up to date. Accounts of securities redeemed and received prior to November 25, 1895, have been delivered for examination and settlement to the Auditor, except certain accounts of interest checks, which are held awaiting the receipt of vouchers returned for perfection of indorsements. Coupons and checks received since that date will receive attention as soon

as the work of preparing and mailing the checks for the interest due January 1, 1896, is completed.

Redemption division.—In April last the redemption division lost the services of 30 counters, who belonged to what was known as the "bullion roll," and during the following six months, that season of the year in which the receipts of mutilated currency for redemption are comparatively light, the work of counting and assorting such currency was kept up only by compelling counters to work overtime, by depriving them of part of their annual leave, and by the assistance of clerks detailed from other bureaus.

During the present month the volume of currency returning to the Treasury for redemption has continued to increase and has become so heavy that the small regular force of counters, assisted by some 10 clerks detailed from other offices, are unable to perform the work of counting and assorting with that dispatch which prudence and safety in handling public moneys require, and it has become necessary to carry large amounts—sometimes as much as four or five million dollars—from day to day in the original packages, unopened and uncounted, to the inconvenience of the Department and of those sending money for redemption and expecting prompt returns.

This condition will probably exist even in a worse form during the next four months. All money for redemption should be proved, counted, and canceled on the day of its receipt, and that is utterly impossible during the season of the year when redemptions are heavy with the present force of counters. There is no other unfinished business in the division.

Issue division.—The business of this division is not behind in any particular, and from the nature of the work it can not be allowed to become so.

National bank redemption agency.—The business of this division is not in arrears.

Respectfully, yours,

J. F. MELINE,
Assistant Treasurer United States.

Hon. J. G. CARLISLE,
Secretary of the Treasury.

TREASURY DEPARTMENT, OFFICE OF THE REGISTER,
Washington, D. C., December 19, 1895.

SIR: In reply to your circular letter of December 9, in which you call my attention to section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, which calls for a report as to the condition of public business in each bureau or office, etc., I have the honor to respectfully submit that all the current business of this Bureau in all its branches is promptly dispatched and finished with the close of each day. The work of preparing all redeemed matured coupons for file and reference, which is not current, but important, has been delayed on account of the detail of McCann, Blasland, and Hatch on special current work in other bureaus of this Department, and can be completed and kept up by the return of said clerks.

Respectfully, yours,

J. F. TILLMAN, *Register.*

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

TREASURY DEPARTMENT,
OFFICE OF THE COMPTROLLER OF THE CURRENCY,
Washington, D. C., December 19, 1895.

SIR: In compliance with the request contained in circular letter of the 9th instant for a statement of the condition of the business of the several bureaus of the Treasury Department, you are respectfully informed that the work of this Bureau is of a current nature and is as nearly up to date as it is practicable for it to be. None of the business of this Bureau is in arrears.

Very respectfully,

JAMES H. ECKELS, *Comptroller.*

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

TREASURY DEPARTMENT,
OFFICE OF THE COMMISSIONER OF INTERNAL REVENUE,
Washington, D. C., December 31, 1895.

SIR: In reply to circular letter of the 9th instant, calling attention to section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, which calls for a report as to the condition of public business in each bureau or office, and directing that a statement be forwarded to your office showing whether any part of the business of this Bureau is in arrears, and if so, the extent thereof and reasons therefor, I have the honor to report that the current work of this Bureau is complete to date.

Very respectfully,

JOS. S. MILLER, *Commissioner.*

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

TREASURY DEPARTMENT, OFFICE OF THE LIGHT-HOUSE BOARD,
Washington, January 6, 1896.

SIR: The Board has the honor to acknowledge the receipt of Department letter of December 9, 1895, asking a statement showing whether any part of the business of this office is in arrears, and if so, in what division such arrears exist, the extent thereof, and the reasons therefor.

In reply, the Board has the honor to state that the business of this office is not in arrears.

Respectfully, yours,

GEO. F. F. WILDE,
Commander, U. S. N., Naval Secretary.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF THE GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, D. C., December 17, 1895.

SIR: In reply to your circular letter of the 9th instant to the heads of bureaus, Treasury Department, etc., requesting a statement as to the business of the respective bureaus and divisions, showing whether any of the same is in arrears, and if so, as to the extent thereof and the reasons therefor, I have the honor to state that the business of this office is not in arrears.

Respectfully, yours,

S. I. KIMBALL,
General Superintendent.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION,
Washington, D. C., December 18, 1895.

SIR: Referring to your circular letter dated the 9th instant, this office has to state that none of the business of the Bureau is in arrears.

Respectfully, yours,

E. T. CHAMBERLAIN, *Commissioner.*

The ACTING SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, BUREAU OF ENGRAVING AND PRINTING,
January 3, 1895.

SIR: In reply to inquiry by circular letter, I have the honor to report that the work of this Bureau is substantially completed to this date.

Respectfully, yours,

CLAUDE M. JOHNSON, *Chief of Bureau.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, BUREAU OF STATISTICS,
Washington, D. C., December 18, 1895.

SIR: In reply to your circular letter dated December 9, 1895, asking for a statement showing whether any part of the business of this Bureau or divisions is in

arrears, I have the honor to say that there is no part of the business of this Bureau or divisions in arrears. Current matter is fully up to date, and in such annual publications as the Bureau issues the stage of progress is far ahead of what it has been in previous years.

Respectfully, yours,

WORTHINGTON C. FORD,
Chief of Bureau.

Hon. SCOTT WIKE, *Acting Secretary.*

TREASURY DEPARTMENT, SECRET SERVICE DIVISION,
Washington, D. C., December 19, 1895.

SIR: Replying to circular letter, "report on condition of public business," dated December 9, 1895, I have the honor to state that the work of this division is practically up to date.

Respectfully, yours,

WM. P. HAZEN, *Chief.*

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE
SUPERVISING SURGEON-GENERAL, MARINE-HOSPITAL SERVICE,
Washington, D. C., December 18, 1895.

SIR: In reply to circular letter of December 9, 1895, received this date, directing me to forward, without delay, a statement showing whether any part of the business of this Bureau is in arrears, I have the honor to inform you that the work of the Bureau is up to date, with the exception of the copying, which is about one year behind, due to increase of the work of the Bureau in 1893.

Other clerks, when they can be spared from their regular duties, have been detailed to assist the copyist, and it is believed that the work will be brought up to date during the coming year.

Respectfully, yours,

WALTER WYMAN,
Supervising Surgeon-General, M. H. S.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, STEAMBOAT-INSPECTION SERVICE,
OFFICE OF THE SUPERVISING INSPECTOR-GENERAL,
Washington, D. C., December 17, 1895.

SIR: I have the honor to acknowledge the receipt of Department circular letter of the 9th instant (Acting Secretary Hon. S. Wike), and in reply would say that there is no work in this office in arrears.

Respectfully, yours,

JAS. A. DUMONT,
Supervising Inspector-General.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, BUREAU OF THE MINT,
Washington, D. C., December 27, 1895.

SIR: Referring to your circular letter of the 9th instant, I have the honor to inform you that no part of the work of this office is in arrears.

Respectfully, yours,

R. E. PRESTON, *Director of the Mint.*

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

UNITED STATES COAST AND GEODETIC SURVEY,
Washington, D. C., December 26, 1895.

SIR: In reply to your circular letter of December 9, calling for a statement as to the condition of public business in this Bureau, I beg leave to report that the work is in general little in arrears, in view of the various classes of technical operations involved. After a number of months of field work, some field officers returning

to the office have on hand a considerable amount of reduction and computation, and in special cases where there has been necessity for sending them to the field again, or assigning them to other duty before the completion of their office work, this has occasionally accumulated to some extent, but such cases are few, and the work is being brought up as rapidly as possible.

None of the divisions of the office are in arrears with the exception of the tidal division. The force of computers in this division is, and has been, too small for many years, so that there has been an accumulation of tidal records; many valuable observations are thus filed away instead of being discussed and reduced for the improvement of the data published for the benefit of mariners. An increase in the force of computers in this office is much needed.

Yours, very respectfully,

W. W. DUFFIELD, *Superintendent.*

The SECRETARY OF THE TREASURY.

WAR DEPARTMENT.

WAR DEPARTMENT,
Washington, D. C., December 10, 1895.

SIR: I beg to acknowledge the receipt of your letter of yesterday, calling attention to section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, which requires the head of each Executive Department to submit to the first regular session of the Fifty-fourth Congress, and annually thereafter, in the annual Book of Estimates, a statement as to the condition of business in his Department; also, your statement that this requirement of the law has not been complied with by the War Department, and requesting that the said information be furnished the Treasury Department at the earliest practicable date.

In reply, your attention is respectfully invited to Appendix E, Book of Estimates (House Document No. 12, Fifty-fourth Congress, first session), which contains the information called for by the act above cited.

Very respectfully,

JOSEPH B. DOE,
Acting Secretary of War.

The SECRETARY OF THE TREASURY.

Statement of the condition of business in the several bureaus and offices of the War Department and the number and compensation of employees who are appropriated for in one bureau and who have been detailed for duty in another bureau for more than one year.

In compliance with the requirements of section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, I have the honor to report that the work of the War Department is not in arrears in any of the bureaus or offices of the Department, except in the office of the Judge-Advocate-General of the Army, who makes the following report:

"The work of this office is in arrears as follows:

"COPYING.

"1. Twenty-one court-martial records, averaging about thirty typewritten pages each; number of pages, about 630.

"2. Twenty reports and opinions, averaging about five typewritten pages each, to be copied on record cards; number of pages, about 100.

"3. Reports, opinions, etc., from November, 1888, to July, 1894, to be copied into permanent form on record books or cards (according to the system in use); number of typewritten pages, about 11,170.

"4. Consolidated index from August, 1882, to July, 1894, to be copied from rough draft; number of typewritten pages, about 100.

"Total pages to be copied, about 12,000.

"INDEXING.

"1. Precedent index is about 300 record cards behind.

"2. Index of reports, opinions, etc., from May 31, 1893, to July 9, 1894, to be completed.

"3. Consolidated index of reports, opinions, etc., from August, 1882, to March, 1890, to be verified.

"4. One hundred and thirty court-martial records to be entered and index cards of same prepared.

"SORTING, CLASSIFYING, AND CARD INDEXING RESERVATION PAPERS.

"Nearly half of this work has been done, but there yet remains about 150 file boxes of these papers to be classified and card indexed.

"To bring up the work now in arrears it is estimated will require the services of a copyist about two years, of an indexing clerk about six months, and of a clerk capable of classifying and card indexing the reservation papers about ten months.

"All of the work specified as being in arrears is in the mail and record division of this office, and the reason is the recent transfer to this office of a mass of papers heretofore accumulated in the several bureaus of the Department, which must be classified and indexed for ready reference when required."

The following employees of the War Department appropriated for in one bureau or office have been detailed for duty in another bureau or office for a period of more than one year: From the office of the Secretary of War to the office of the Inspector-General, one hostler, at a compensation of $540 per annum; from the office of the Inspector-General to the office of the Secretary of War, one messenger, at a compensation of $720 per annum; from the office of the Chief of Engineers to the office of the Secretary of War, one clerk, at a compensation of $1,400 per annum.

The salary estimates for the clerical force of the War Department for the ensuing fiscal year have been amended in order that the foregoing employees may receive compensation on the rolls of the bureau or office in which they are now employed and where their services are required.

DANIEL S. LAMONT,
Secretary of War.

NAVY DEPARTMENT.

NAVY DEPARTMENT,
Washington, December 17, 1895.

SIR: In compliance with the requirements of section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, I have the honor to report that the work of the Navy Department is not in arrears in any of the bureaus or offices of the Department except in the Bureau of Navigation, the Chief of which Bureau makes the following report, viz:

"The business of this Bureau is up to date, with the single exception of thirty-three pension cases, under act of March 2, 1867, which are in different states of adjudication. This business can hardly be considered in arrears, as time is necessarily consumed between this Bureau and the Pension Office in obtaining the required data."

I have the honor to be, sir, very respectfully,

H. A. HERBERT, *Secretary.*

The SECRETARY OF THE TREASURY.

INTERIOR DEPARTMENT.

DEPARTMENT OF THE INTERIOR,
Washington, December 14, 1895.

SIR: In compliance with your request of the 9th instant for a statement as to the condition of the business of this Department on December 1, 1895, for transmission to Congress in connection with the annual Book of Estimates, there is transmitted the following:

Office of the Secretary.—All divisions up to date except the board of pension appeals, in which were pending appeals on merits, 521; fee appeals, 91; motions for reconsideration, 18.

Office of the Assistant Attorney-General.—Docket cases about seven months in arrears, although working over hours. With present force of employees there is little hope for great reduction of arrears.

General Land Office.—The work of nearly all divisions, except the recorder's and the accounts, is considerably in arrears, as shown in detail by Commissioner's report herewith. Besides the arrears particularized there are in every division the letter-press copy books for the past seven years yet to be copied into permanent records. The arrears in some of the divisions is caused by a lack of sufficient number of competent clerks, special agents, and surveyors in the field.

Office of Indian Affairs.—In finance division the settlement of claims and the bookkeeping is in arrears, because of the work being very heavy at this time of the year. Work will soon be up to date. In land division the allotment work is in arrears, largely due to want of township plats of reservation surveys.

Pension Office.—Business nearly current, except correspondence with Members of Congress as to status of claims, which is very heavy, often nearly 1,000 calls for status daily. There is also an accumulation in the adjudicating divisions due to negligence or inability of claimants or attorneys to supply necessary evidence after being notified. Field work of special examination division is somewhat in arrears on account of large influx of credibility inquiries; expected to be current in a few weeks.

Patent Office.—Temporary arrears in examining divisions resulting from new rules of practice.

Office of Education.—No arrears except in statistical division; the Annual Report for 1894–95 is to be ready for printing in January, 1896.

Geological Survey.—Division of chemistry considerably in arrears because of inadequacy of the appropriation. The Director of the Geological Survey made a request December 13, 1895, for an additional $1,500, to be immediately available. The work in the engraving division is congested because of lack of sufficient room to accommodate the employees and machinery.

Office of Commissioner of Railroads.—No arrears.

Duplicate reports from the head of each of the bureaus are inclosed, stating in detail the condition of the business.

Very respectfully, WM. H. SIMS, *Acting Secretary.*

The SECRETARY OF THE TREASURY.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE ASSISTANT ATTORNEY-GENERAL.

The work of the law division may be classified under two general heads, "current business" and "docket cases." Current business includes all business except docket cases, such as motions for review, rehearings, adjustment of railroad grants and rights of way, administrative matters, and very many others too numerous to mention herein, and constitute, approximately, one-third of our work. As to this branch of work we are substantially up to date. Docket cases are appeals from the Commissioner of the General Land Office in contest and other cases.

There are in round numbers about 1,600 of these appeals at present in this Department. Of these about 1,100 are now ready for consideration by the assistant attorneys, the time for filing briefs, etc., not having expired as to the other 500.

At the rate the division is working, it seems that, in regard to the cases ready for action, we may be said to be about seven months behind on this work.

Many reasons might be assigned as contributing causes to this arrearage, but the principal one is that the work is too great for the force employed, for though we have been working over hours, thereby reducing the arrearage to some extent, it is not probable, with the large business of the Department, that we can hope for any very great reduction in the future.

Respectfully submitted.

VIVIAN BRENT,
First Assistant Attorney.

DEPARTMENT OF THE INTERIOR, GENERAL LAND OFFICE,
Washington, D. C., December 12, 1895.

SIR: Referring to the departmental communication of the 10th instant, embodying a copy of section 7 of the legislative act of March 2, 1895, requiring statements to be submitted annually to Congress as to the business of the respective Departments, as to whether any of the same is in arrears, and the extent thereof and reasons therefor, I have the honor to state that the following is a summary of the condition of the business of this office, as compiled from the reports made to me by the respective chiefs of division:

Division B, recorder.—All business practically up to date.

Division C, public lands.—Unanswered letters, 1,049; unadjudicated final entries, all classes, 14,668; unposted entries and filings, 3,013.

Division E, surveying.—One hundred and fifteen returns of surveys and 75 reports of field examinations.

Division F, railroads:—Unadjudicated grants to railroads and wagon roads, 105,846,438 acres, requiring several years' time with present force. Right-of-way grants to railroads, canals, ditches, and State desert-land selection lists three months in arrears.

Division G, private land claims, preemptions, and town sites.—Unsettled private land claims, 3,109; donation claims, 82; scrip locations, 26; Indian allotments, 2,233; contests, 314; public land entries pending, 2,040.

Division H, contests.—Eight hundred and eighty-one cases pending.

Division K, swamp lands.—Unadjusted State selections, 327,406 acres; school-land indemnity selections, 371,412 acres; cash and land indemnity claims, 1,895,234 acres; claims for swamp land in place, 3,952,164 acres; contests and conflicts, 1,160.

Division L, drafting.—The construction of railroad maps and drafting of State and Territorial maps is in arrears.

Division M, accounts.—No business of this division can be said to be in arrears.

Division N, mineral.—Six hundred and sixty-eight suspended mineral and coal entries.

Division P, special agents.—In hands of special agents for examination, 1,539 entries, involving 320,000 acres. Many cases unacted upon for lack of sufficient force.

In addition to the specific work of the respective divisions reported in arrears, there are in every division the letterpress copy books for the past seven years, which must eventually be transcribed into permanent records, but can not now be done for lack of adequate force.

The arrearages of work in some of the divisions is caused by lack of a sufficient number of competent clerks, special agents, and surveyors in the field.

Very respectfully,

S. W. LAMOREUX, *Commissioner.*

The SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR,
Washington, December 13, 1895.

SIR: In compliance with Department instructions of the 10th instant, I respectfully report in regard to the condition of work in this Bureau as follows:

The current work of the finance division is nearly up to date, though the settlement of claims is now somewhat in arrears, this being the time of year when such work is specially heavy. For the same reason the bookkeeping, which is very heavy, is now not quite up to date, but it soon will be entirely so. In the course of the year the work is not materially behind.

In the land division strictly current business is not in arrears, but allotment work is somewhat in arrears, largely due to the want of township plats of reservation surveys.

In the education and accounts and files divisions the work is up to date.

Very respectfully,

D. M. BROWNING, *Commissioner.*

The SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR, BUREAU OF PENSIONS,
Washington, D. C., December 12, 1895.

SIR: I have the honor to acknowledge the receipt of your communication of the 10th instant, requesting a statement as to the condition of the business of this Bureau, and showing whether any part of the same is in arrears; if so, where such arrears exist, the extent thereof, and the reasons therefor, in conformity with the requirement of section 7 of the legislative act of March 2, 1895.

I have the honor to state that the business incident to this Bureau, in so far as its nature would permit, was, on December 1, nearly current, the best results under the existing laws and conditions being attained in every branch.

I regret to say that the correspondence of the Bureau with Members of Congress in regard to the status of pension claims is not kept as nearly current as is desirable, by reason of the immense number of such requests. The effort to make proper replies to these applications for status seriously interferes with the adjudication of claims. The number of Congressional calls received is often nearly 1,000 per day, and calls for status in the same case are often repeatedly made within a short period. In the effort to answer from day to day as many status calls as possible injustice is done many claimants having original applications pending, whose claims, on account of the correspondence incident to the Congressional calls, can not be promptly reached. If calls for status could be brought to the minimum,

the work of the Bureau would be greatly accelerated, and the work of adjudication would be so nearly current as to make the Congressional calls unnecessary. If this condition existed, Members of Congress generally would be relieved of the burden with which they are now taxed in this respect, unjust criticism of the Bureau would be avoided, and in its place would be manifested a more agreeable appreciation of the work of the Bureau.

I am satisfied that the officers and clerks are bringing every effort to bear upon the prompt and proper adjudication of all of the several classes of claims now pending. Cases that are ready for adjudication are promptly disposed of, and apparent delays are usually the result of negligence or inability on the part of claimants or their attorneys to supply necessary evidence, after being notified, often repeatedly, of the necessity for furnishing such evidence. Calls for evidence are made as promptly and with as much detail and clearness as can be done. All of this will account in a great measure for the accumulation of work in the adjudicating divisions of this Bureau and the fact that they are somewhat in arrears.

The work in the other divisions of the Bureau is practically current, with the exception of the work of the special examination division, which is practically up to date, exclusive of the work performed by the field force. From the very nature of the work itself, the cases that have been submitted to the special examiners for examination in the field are not current. The largest force of special examiners possible under the appropriation for this branch of the public service is constantly employed in the field, with the satisfactory results that the cases referred for special examination are being rapidly disposed of.

On account of the large influx of credibility inquiries to this division during the past few months this particular branch of the field work is somewhat in arrears. However, the special examiners have been recently instructed to devote themselves zealously to the prosecution of all credibility inquiries in their hands, and it is confidently expected that within the next few weeks this particular branch of the work will be current.

It is gratifying to state that the work performed by the 18 pension agents is current, and that the pension agency service was never in a better condition than at the present time.

I am satisfied that all the officers and employees of the Bureau are performing their work in the most conscientious and expeditious manner, and with due regard to the interests of the public service.

Very respectfully, WM. LOCHREN, *Commissioner.*

The SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR, UNITED STATES PATENT OFFICE,
Washington, D. C., December 11, 1895.

SIR: I have the honor to acknowledge the receipt of the departmental circular dated the 10th instant, requesting a statement showing the condition of business in this office on December 1, 1895, and whether any part of the same is in arrears.

In reply I beg to say that the work in all the clerical divisions of the office was up to date on December 1, 1895, thirteen of the examining divisions were under one month, fifteen were between one and two months, and five between two and three months, and that the interference division was about two months in arrears.

The arrears in work in the examining divisions is, however, considered to be only temporary, and is the result of the new rules of practice that recently went into effect. Ordinarily the office receives about 1,650 amendments a week, but this number increased during the week ended October 22, 1895, to 20,142, the new rules being at that time in full effect. During the week ended December 3 this number again became normal, and the office is making a rapid gain upon the accumulated work, and in a short time it is expected that there will be no division in this office where the work may be considered to be in arrears.

As to the appellate tribunals, it is not always practicable to decide appealed cases in the order in which they are heard, and mere dates can not be the criterion in such work.

Very respectfully, your obedient servant,

JOHN S. SEYMOUR, *Commissioner.*

The SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR, BUREAU OF EDUCATION,
Washington, D. C., December 12, 1895.

SIR: In response to your circular under section 7 of the legislative act of March 2, 1895, requesting from this Bureau a statement showing the condition of business on December 1, 1895, I have the honor to state as follows:

The chief work of this Bureau, as provided by acts of Congress establishing the the same, falls in six parts.

First. The statistical division, engaged in collecting statistics through forms of direct inquiry from educational institutions and systems, and the collation and tabulating of the same, with such commentary and comparison of results as the same called for, for publication in the annual report. This division has its work well in hand, and has during the past fiscal year completed the preparation of two annual reports—those for 1892–93 and 1893–94—the first of which, delivered to the printer in February, 1895, is now nearly ready for distribution; the second, that for 1893–94, is nearly one-half stereotyped. The annual report for 1894–95 is in an advanced state of preparation and I think will be ready for the printer in the month of January, 1896. The clerks in this division are sufficient for the work, with the exception that one more copyist who is skillful in the use of the typewriter is needed.

Second. The division of correspondence. One of the functions of the Bureau is to answer correspondents from various parts of the nation, giving information in regard to methods of instruction in vogue, school management and buildings, and organization of systems here and abroad. This department of the Bureau becomes each year more efficient, and the demands upon it from the different parts of the country continually increase. There is ample work for another clerk of class 1 in this department. But I can not report that anything is in arrears.

Third. The work of gathering information from foreign nations which have within the past few years become very active in the establishment of State systems of education, and which have made new and radical departures in methods and management, has been intrusted in this Bureau to a division known as the international exchange division. Each clerk in this division has a definite field of inquiry marked out for him and becomes more skillful from year to year in understanding the significance of educational events abroad and in selecting what is instructive to teachers and school managers in the United States. The work of this department is as nearly up to date as the requirements demand, and there is no immediate need for an increase in this division.

Fourth. Certain funds are provided by Congress for the purchase of documents and the procurement of educational statistics. With this fund a very valuable series of monographs has been obtained under the editorship of Prof. H. B. Adams, of Johns Hopkins University, including treatises on the history and present condition of higher education in the several States. Of this series the following manuscripts are in hand and await publication: Higher education in West Virginia, Kansas, Mississippi, Missouri, Louisiana, Vermont, Maine, New Hampshire, and Nebraska, and the District of Columbia, nine States in all. Those which have already been published, namely, those of Alabama, North and South Carolina, Massachusetts, Connecticut, Ohio, Iowa, Indiana, Tennessee, Wisconsin, Michigan, Delaware, Virginia, Rhode Island, and Maryland, have been received with great favor not only in the States to which those circulars related, but also among all parties interested in the study of education. They have also done much to arouse the spirit of historical inquiry in those States and to set on foot various measures of reform. It is very desirable that Congress should make provision for the publication of at least three or four of these manuscripts annually.

Fifth. To this Bureau is assigned the examination and report on the distribution and uses made of the endowment funds of $25,000 per annum to each of the agricultural colleges in the United States. A clerk has recently been added to this Bureau, at its request, to study the methods of teaching various branches relating to agriculture. Scholastic branches, such as mathematics, the languages, and the sciences, have been reduced to a so-called pedagogic form; that is to say, they can be taught in progressive lessons to pupils, so that each lesson makes possible a succeeding one, and so that a mass of related knowledge is obtained by a course of study. To some extent the mechanic arts have also been reduced to pedagogic form, but the teaching of agriculture has made very little progress, owing to its great difficulty. This Bureau is now undertaking a systematic investigation of the methods of instruction employed in agriculture, with a view to collect the successful devices from each of the institutions and give intelligent information regarding them to all institutions. It is believed that great progress will result in this field of education. It is desirable that this department in the Bureau should be strengthened by the addition of one or two specialists receiving salaries beyond the salaries of the third-class clerk.

Sixth. The education in Alaska is assigned to this Bureau. The sum formerly granted, $50,000, has been by successive retrenchment on the part of Congress cut down to $30,000. This Bureau has been obliged to cut off most of its subsidies to missionary establishments, and also to stop its work of opening new schools in new settlements in Alaska. But it has undertaken, in addition to its regular work, the collection of a herd of reindeer by purchase from Siberia. In order to bring in a more intelligent method of training and nurture of the reindeer the Bureau has been obliged to procure herdsmen from Lapland. The greater intelligence, skill, and gentleness of the Lapps in handling the deer and the introduction of their improved methods of treatment have greatly promoted the welfare of the herd. In 1894, 41 fawns out of 186 born were lost under the supervision of Siberian herdsmen. In the spring of 1895, under the care of the Lapps, reports from two of the three stations show that only 3 fawns were lost out of 215 born. Two-thirds of the entire Territory of Alaska furnishes the thick white moss as food for the reindeer. This can become food for the human population only by the aid of the reindeer.

It is desirable, therefore, that there should be obtained two or three thousand head of reindeer from Siberia annually, and that the distribution to the various settlements of Alaska should proceed much more rapidly than it has done hitherto. Up to the present time we have only 700 head of reindeer. Recommendation has been made to advertise for a supply of reindeer, and thus secure the cooperation of private commercial companies in obtaining them.

I beg leave in closing to call attention to the fact that the usefulness of this Bureau is almost wholly conditioned by its power to print and distribute its documents. It is required by law to collect educational information from all sources and digest and distribute the same to the people of the United States. This can not be done to any great extent except through printed documents, and therefore any restriction upon the printing and distribution of the documents of this Bureau restricts and limits to that extent its usefulness.

Very respectfully, your obedient servant,

W. T. HARRIS, *Commissioner.*

The SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR,
Washington, December 14, 1895.

SIR: In conformity with the requirements of the legislative act of March 2, 1895, and of the Department letter dated December 10, I have the honor to make the following report of the condition of the business of this Bureau, etc., on December 1, 1895:

Speaking in general terms, it may be said that the business and work of the Geological Survey has been kept well in hand and dispatched with reasonable promptness. There is at present a congestion of work in two of the more important divisions, viz., the division of chemistry and the division of engraving and printing, and the arrears are becoming considerable. The difficulty in the division of chemistry is due to the inadequacy of the appropriation for chemical researches. The facilities are insufficient to handle the work, which is steadily increasing in volume. The nature and extent of this difficulty are more fully set forth in a letter that I addressed to the honorable Secretary on yesterday.

In the engraving division the arrears are due to lack of sufficient room to accommodate the force and machinery necessary for the dispatch of the work, which has become very heavy.

I am, with respect, your obedient servant,

CHARLES D. WALCOTT, *Director.*

The SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR,
OFFICE OF COMMISSIONER OF RAILROADS,
Washington, December 14, 1895.

SIR: In compliance with a circular letter from the Department, under date of December 10, 1895, calling for a statement of the condition of business in the several bureaus, as required by section 7 of the legislative act of March 2, 1895, I have the honor to report that the current work of this Bureau is not in arrears.

Very respectfully,

WADE HAMPTON, *Commissioner.*

The SECRETARY OF THE INTERIOR.

POST-OFFICE DEPARTMENT.

OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., December 11, 1895.

SIR: I have the honor to acknowledge receipt of your communication of the 9th instant, inviting attention to section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, and in reply have to state that the business of this Department is mainly of such a current nature that it must necessarily be kept up from day to day, and is not now in arrears.

In reply to the concluding paragraph of section 7, above referred to, which requires a statement of the number and compensation of employees appropriated for in one bureau or office who have been detailed to another bureau or office for a period exceeding one year, I beg to inclose herewith statements from the several bureaus of this Department, setting forth the desired information.

Very respectfully,

WM. L. WILSON, *Postmaster-General.*

The SECRETARY OF THE TREASURY.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 11, 1895.

SIR: In compliance with the request contained in your communication of the 9th instant, I give you a statement as to the condition of the business in this office, as well as a statement of the number and compensation of employees appropriated for in this office who have been detailed to another bureau or office for a period exceeding one year.

First. The routine work, including requests for opinions, is substantially completed to date, except in the disposition of claims for losses by fire, burglary, etc. On the 1st day of July last there were on file and undisposed of 680 such claims, but this number has been since reduced to 619. This statement, if left unexplained, might be misleading. There were no reports made prior to this year of the number of claims on file and undisposed of at the end of each year, and hence I have no statistics by which I can compare the number now on hand with former years, but that the number has greatly decreased and is constantly being reduced is proven by the fact that the claims disposed of last year exceeded the claims received by 612, and it is confidently believed by Gen. W. A. Knapp, who has charge of that branch of the work, that by the end of the current year all the claims on file and ready for action will have been disposed of.

It must not be forgotten in this connection that the examination, preparation, briefing of the evidence, and correspondence in these cases, in some of which the record is voluminous and in many very nice questions of law and fact arise for decision, and the examination, preparation, briefing, and jacketing of the 808 cases decided last year devolved wholly on two clerks, General Knapp and his assistant, Miss Livingston, who have not only gone through these cases, but have found time to improve their indexes of cases so that they can be readily found for reference.

Notwithstanding the business has constantly increased, the working force of the office has been reduced from eight to seven (including myself), one stenographer and the assistant messenger having been taken away. I have had during the past two years copied on the typewriter, indexed, and bound all of the opinions of the Assistant Attorney-General for the Post-Office Department, making eight volumes, averaging over 400 pages each. The number of claims for losses by fire, burglary, etc., disposed of annually has increased from 853 in 1893 to 1,808 in 1895, besides a very material increase of the work relative to lottery and fraudulent schemes.

Second. Appropriations have been made for one clerk at a salary of $1,800, two clerks at salaries of $1,200 each, and one assistant messenger at a salary of $720 for this office, who have been detailed to other bureaus for a period exceeding one year. I have had, however, one clerk at a salary of $1,200 detailed from another bureau to this office, and a part of the time an assistant messenger from another bureau, but I have not had the latter for six months or more.

Very respectfully,

JOHN L. THOMAS,
Assistant Attorney-General, Post-Office Department.

Hon. FRANK H. THOMAS,
Chief Clerk.

POST-OFFICE DEPARTMENT, OFFICE OF THE TOPOGRAPHER,
Washington, D. C., October 11, 1895.

SIR: In answer to your letter of the 9th instant, referring to section 7, act of March 2, 1895 (28 Stat., p. 808), I have to state that the business of this Bureau is up to the current date; and that there is one employee appropriated for in this office who has been detailed to another bureau or office for a period exceeding one year, namely, copyist of maps, compensation $900 per annum, engaged at present in the office of the Third Assistant Postmaster-General. I beg leave to add that said position, appropriately filled, is needed here, and that the withdrawal thereof impairs the facilities of the office to that extent.

Very respectfully,

A. VON HAAKE,
Topographer, Post-Office Department.

The CHIEF CLERK, POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, October 18, 1895.

SIR: Referring to your letter of the 8th instant, in which you request to be furnished with a statement as to the condition of the business in this Bureau, in conformity with the seventh section of the act of March 2, 1895, as well as a statement of the number and compensation of employees appropriated for who have been detailed to other bureaus or offices for a period exceeding one year, I have to advise you as follows:

First. The business of the office is in good condition, the same being up to date.

Second. I hand you herewith a list of the employees of this Bureau who have been detailed to other bureaus or offices for a period exceeding one year.

Respectfully submitted.

W. H. LAMAR, *Chief Clerk.*

FRANK H. THOMAS, Esq.,
Chief Clerk, Post-Office Department.

One clerk, class 4, to the Fourth Assistant Postmaster-General.
One clerk, class 3, to the Third Assistant Postmaster-General.
One clerk, class 3, to the Second Assistant Postmaster-General.
One clerk, class 2, to the Fourth Assistant Postmaster-General.
One clerk, class 1, to the Assistant Attorney-General.
Two clerks, class D, to the Fourth Assistant Postmaster-General.
Two clerks, class D, to the Third Assistant Postmaster-General.
One clerk, class D, to the Postmaster-General.
One assistant messenger, at $720, to the Third Assistant Postmaster-General.
One assistant messenger, at $720, to the disbursing clerk.
One engineer, at $1,000, to Busch Building, Sixth Auditor.
One laborer, at $660, to Fourth Assistant Postmaster-General.
One laborer, at $660, to topographer.
Five laborers, at $660, to disbursing clerk.
One laborer, at $480, to Sixth Auditor.
One page, at $360, to disbursing clerk.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 14, 1895.

SIR: In response to your request of the 9th instant to be furnished with a statement as to the condition of the business of this Bureau, I have to state that the work of the Bureau is practically up to date.

Very respectfully,

G. F. STONE,
Chief Clerk to the Second Assistant Postmaster-General.

Mr. FRANK H. THOMAS,
Chief Clerk Post-Office Department.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 10, 1895.

SIR: In compliance with your request of the 9th instant for a statement of the number and compensation of employees appropriated for in this office who have been detailed to other Bureaus or offices for a period exceeding one year, I have to advise you that the following have been so detailed:

One clerk of class 2 to Fourth Assistant Postmaster-General.
One clerk of class 1 to Postmaster-General.
One clerk of class E to Third Assistant Postmaster-General.
Two clerks of class E to First Assistant Postmaster-General.
One clerk of class D to First Assistant Postmaster-General.
One assistant messenger to Postmaster-General.
One assistant messenger to disbursing clerk and superintendent.
One laborer to Fourth Assistant Postmaster-General.

Very respectfully,

G. F. STONE,
Chief Clerk to the Second Assistant Postmaster-General.

Mr. FRANK THOMAS,
Chief Clerk Post-Office Department.

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 10, 1895.

SIR: In response to your request of yesterday, I beg leave to report:

1. That the business of this Bureau is in a satisfactory condition, no part of it worthy of mention being in arrears.

2. That of the force of this Bureau two clerks of class 2 have been detailed to the office of the First Assistant, one clerk of the first class to the Second Assistant, and one laborer to the disbursing clerk and superintendent; but these details have been fully offset by like details from other Bureaus to this.

Respectfully, yours,

MADISON DAVIS,
Chief Clerk Office Third Assistant Postmaster-General.

FRANK H. THOMAS,
Chief Clerk Post-Office Department.

POST-OFFICE DEPARTMENT,
OFFICE OF THE FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 15, 1895.

SIR: In reply to your communication of the 9th instant, asking to be furnished with a statement as to the condition of business in this Bureau, together with a statement of the number and compensation of employees appropriated for therein who have been detailed to another Bureau for a period exceeding one year, I will say that the work of the office is practically up to date.

Three $1,000 clerks of this Bureau have been detailed to the office of the First Assistant Postmaster-General for a period exceeding one year.

Very respectfully,

GEO. V. CHAPIN,
Chief Clerk, Fourth Assistant Postmaster-General.

FRANK H. THOMAS, Esq.,
Chief Clerk Post-Office Department.

DEPARTMENT OF AGRICULTURE.

DEPARTMENT OF AGRICULTURE, OFFICE OF THE SECRETARY,
Washington, D. C., December 17, 1895.

SIR: I have the honor to acknowledge the receipt of your communication of the 9th instant, calling my attention to section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, which requires "the head of each Executive Department or other Government establishment in the city of Wash-

ington to submit to the first regular session of the Fifty-fourth Congress, and annually thereafter, in the annual Book of Estimates, a statement as to the condition of business in his Department or other Government establishment, showing whether any part of the same is in arrears, and if so, in what divisions of the respective bureaus and offices of his Department or other Government establishment such arrears exist, the extent thereof, and the reasons therefor."

In compliance with your request that a report of the condition of business in the United States Department of Agriculture up to December 1, 1895, be prepared in conformity with the above law and transmitted to you at the earliest practicable date, I submit the following report of the present condition of business in the various bureaus and divisions of this Department:

Weather Bureau.—The work of this Bureau is in good condition and up to date.

Bureau of Animal Industry.—The work of this Bureau is not in arrears, and all business is in good condition.

Division of chemistry.—The work of this division is not in arrears, with the exception that the division has received from the division of vegetable pathology a large number of cereals for examination, from the division of forestry a large number of resins, and from the office of irrigation inquiry samples from the alkaline plains, which have not yet been examined. The examination of samples of soils collected from the different States, through the agricultural experiment stations thereof, and the analyses of the crops grown thereon are somewhat behind, owing to the newness of the work and the large number of samples sent in for examination.

Division of statistics.—The work of this division is not in arrears.

Office of experiment stations.—The character of the work in charge of this office does not make it practicable to set definite time limits to its operations. In general the business of the office is steadily progressing, and there are no arrears in the work.

Division of entomology.—No part of the work of this division is in arrears.

Division of ornithology and mammalogy.—The work of this division is as nearly up to date as the nature of the investigations permit.

Division of forestry.—The business of this division requiring immediate attention and controlled by time is not in arrears. Of the nine bulletins proposed to be issued during the fiscal year, three have been published or are in the printer's hands, three can be made ready within a short time, requiring only editorial work, and three are waiting for additional information to be developed in the investigations of the division before they can be finally prepared.

Division of botany.—All of the business of this division is in a satisfactory condition, with the exception of some work in the herbarium that it has been impossible to perform owing to lack of proper specimens.

Division of agrostology.—The duties which have been assigned to this division, or especially called for, have been performed, and the work pushed forward as rapidly as possible.

Division of pomology.—The work of this division is as fully up to date as its nature permits.

Division of vegetable pathology.—The work of this division is not in arrears.

Division of agricultural soils.—The work of this division is well up to date, and there is nothing in arrears.

Fiber investigations.—The work of this office is in satisfactory condition, and no part is in arrears.

Irrigation inquiry.—The work of this office is in proper condition, and no part of it is in arrears.

Road inquiry.—The business of this office is not in arrears.

Division of accounts and disbursements.—The work of this division is fully up to date.

Division of publications.—The work of this division is in satisfactory condition and not in arrears.

Document and folding room.—The office work is kept up to date each day, and the work of distributing documents is not in arrears and all orders are promptly filled.

Section of foreign markets.—No part of the work of this section is in arrears.

Gardens and grounds.—None of the work of gardens and grounds is in arrears.

Museum.—The work carried on in the Department of Agriculture museum is fully up to date, and the museum is in as good condition as the building will permit.

All of which is respectfully submitted.

J. STERLING MORTON, *Secretary.*

The SECRETARY OF THE TREASURY.

DEPARTMENT OF LABOR.

DEPARTMENT OF LABOR,
Washington, D. C., December 10, 1895.

SIR: I have the honor to acknowledge the receipt of your communication of the 9th instant (division of appointments, S. N.), asking for a report from this Department in accordance with section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, and informing me that I have not complied with this provision.

In response I have to inform you that October 2, 1895, in transmitting estimates for the fiscal year 1897 I made the report in accordance with the law referred to, and you will find the same (herewith inclosed) printed on page 323 of the Book of Estimates for 1896–97.

I am, respectfully, CARROLL D. WRIGHT, *Commissioner.*

The SECRETARY OF THE TREASURY.

DEPARTMENT OF LABOR,
Washington, D. C., October 2, 1895.

SIR: I have the honor to hand you herewith my estimates for the Department of Labor for the fiscal year ending June 30, 1897.

In accordance with the provisions of section 2 of an act approved July 11, 1890, making appropriations for the legislative, executive, and judicial expenses of the Government, etc., I have the honor to report that there are only two of the employees of this Department who can be considered as somewhat below a fair standard of efficiency, but this condition on their part is the result of recent ill health.

In accordance with section 7 of an act approved March 2, 1895, making appropriations for the legislative, executive, and judicial expenses of the Government, etc., I have the honor to report that the business of this Department is in excellent condition. The Department of Labor has no routine work, so that it is impossible to make a report specifically, in accordance with the act cited, as to whether any of it is in arrears, as the Department makes its own investigations and compiles the results and reports them to Congress.

In accordance with the provisions of the same section, I have to report that there are no employees appropriated for in one bureau or division who have been detailed to other bureaus or divisions for any period. Our Department has never been organized into divisions, and therefore the provisions of the section cited do not apply.

I am, very respectfully,

CARROLL D. WRIGHT, *Commissioner.*

The SECRETARY OF THE TREASURY.

DEPARTMENT OF JUSTICE.

DEPARTMENT OF JUSTICE,
Washington, D. C., December 12, 1895.

SIR: I have the honor to state, in reply to your letter of the 10th instant, in accordance with the provisions of section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, that no part of the business of the Department of Justice is in arrears, and that no employee of the Department appropriated for in one bureau or office has been detailed to another bureau or office for a period exceeding one year. This statement does not relate to cases pending in court and in charge of legal representatives of the Government, but to the current work of the Department.

Very respectfully,

JUDSON HARMON,
Attorney-General.

The SECRETARY OF THE TREASURY.

CIVIL SERVICE COMMISSION.

UNITED STATES CIVIL SERVICE COMMISSION,
Washington, D. C., December 17, 1895.

SIR: The Commission has the honor to acknowledge the receipt of your letter of the 9th instant, calling its attention to section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, which requires the head of each Executive Department or other Government establishment in the city of Washington to submit to the first regular session of the Fifty-fourth Congress, and annually thereafter, a statement as to the condition of business, and showing whether any part of the same is in arrears, etc., and in reply to say that the central board of examiners of this Commission is about six weeks in arrears in the marking of examination papers. This is occasioned by the large extension of the classified service, involving a large amount of extra work without an increase of force. The work of the customs, postal, and internal-revenue division of this Commission is about five weeks in arrears.

Very respectfully, JOHN R. PROCTER, *President.*

The SECRETARY OF THE TREASURY.

INTERSTATE COMMERCE COMMISSION.

INTERSTATE COMMERCE COMMISSION,
Washington, December 11, 1895.

SIR: We have yours of the 9th instant, calling our attention to section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, and to the fact that this requirement of law has not been complied with by this Commission, and requesting a statement showing the condition of the business of this Bureau up to December 1, 1895. Until the receipt of your letter our attention had not been directed to this statute, and it had not occurred to us that such a provision of law might be found in an appropriation act.

The appropriation to carry into effect the act to regulate commerce is made in an aggregate sum. No specific number of employees are appropriated for, nor is the compensation of the employees fixed by law. The number and compensation of persons employed are reported in the annual report of the Commission to Congress.

For convenience and efficiency the work of the Commission is arranged in three separate divisions: (1) Division of statistics; (2) auditor's division; (3) operating division.

The character of the work of the statistical division is sufficiently indicated by its title. The annual statistical report of the Commission is made up from the reports of the various carriers subject to the act, and their publication is attended with considerable delay, for the reason that in the present state of the law it has been found impracticable to secure, within the time prescribed by the Commission, from the various carriers the reports upon which the statistical report of the Commission is based. This division has general charge of correspondence relating to railway statistics.

The auditor's division has charge of tariffs, schedules, rate sheets, and documents relating to transportation charges. From 1,400 to 1,500 of such papers are daily received, acknowledged, examined, filed, indexed, and so arranged as to make the information contained in these papers and documents available for immediate use. This division conducts the correspondence relative to transportation charges as established and shown upon schedules and tariffs filed. The volume of work is not uniform from year to year and month to month, and in the last six months this work has been in arrears for lack of the necessary clerical force, but it is believed that such arrears will be only temporary.

The operating division has charge of the general files and correspondence and records of proceedings; keeps the files and papers relating to all informal complaints and controversies, and keeps the records, files, and papers relating to all formal investigations and complaints.

Hearings have been had and investigations made in as many as thirty-five cases in which no decision has been rendered. The questions in controversy in many of these cases are involved in cases now and long pending in the United States Supreme Court or in some of the United States circuit courts. Until these questions are disposed of in the courts not much will be gained by any decision, involv-

ing the same questions, which might be made by the Commission. Some of these undecided cases wait upon the filing of briefs or oral arguments to be made by the parties. Others of them have not been decided by reason of the pressure of other urgent work.

Respectfully, yours,

WM. R. MORRISON, *Chairman.*

The SECRETARY OF THE TREASURY.

FISH COMMISSION.

UNITED STATES COMMISSION OF FISH AND FISHERIES,
Washington, D. C., December 13, 1895.

SIR: In compliance with the requirements of section 7 of the act approved March 2, 1895, entitled "An act making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-six, and for other purposes," I have the honor to report that the current work of the United States Fish Commission is up to date. The presentation of its annual reports, however, is behind, this being mainly due to the small force of employees competent to do this work, the time of whom is primarily required in the transaction of the daily business of the Commission. It is believed, however, that these reports can be completed by the close of the present fiscal year.

Very respectfully,

HERBERT A. GILL,
Chief Clerk and Acting Commissioner.

The SECRETARY OF THE TREASURY.

DISTRICT OF COLUMBIA.

OFFICE OF THE COMMISSIONERS OF THE DISTRICT OF COLUMBIA,
Washington, December 27, 1895.

SIR: The Commissioners of the District of Columbia have the honor, in response to your communication of the 9th instant, calling attention to the requirement in section 7 of the legislative, executive, and judicial appropriation act approved March 2, 1895, that the head of each Executive Department or other Government establishment in the city of Washington shall submit statements as to the condition of business in his Department, to herewith transmit reports from the head of the several branches of the government of this municipality showing the status of the offices of the said government with respect to the requirement of the law you cite.

Very respectfully,

JOHN W. ROSS,
President Board of Commissioners.

Hon. S. WIKE,
Acting Secretary of the Treasury.

OFFICE OF THE ENGINEER COMMISSIONER, DISTRICT OF COLUMBIA,
Washington, December 11, 1895.

SIR: I have the honor to report that none of the work in the surface department was in arrears on the 1st instant.

No employees in this division appropriated for under the head of "engineer's office" have been employed in any other office, and no employees appropriated for under the head of any other office have been employed in this division of the engineer's office.

Very respectfully,

G. J. FIEBEGER,
Captain, Corps of Engineers.

The ENGINEER COMMISSIONER.

OFFICE OF THE ENGINEER COMMISSIONER, DISTRICT OF COLUMBIA,
Washington, December 17, 1895.

MAJOR: In compliance with order of the Commissioners of December 10, 1895, I have the honor to submit the following report of the condition of business in the departments under my charge on the 1st of December, 1895.

In the distribution branch of the water department the drafting and clerical work was somewhat in arrears on the above date, due to the large amount of new work in hand in extending the high-service system of water distribution, and in making the necessary changes in water mains along the line of the Metropolitan Railroad Company. This, however, is the usual condition of things at this period of the year, and it is probable that with the present force the work, with the exception of the preparation of large-scale water maps, will be brought up to date before the end of the winter.

In the revenue branch of the water department the clerical work was not in arrears on the date mentioned. It is, however, only kept up to date by the employment on clerical work of a part of the inspection force. As it is absolutely necessary to keep the clerical and revenue work of the office up to date, the inspection work suffers from the above condition of affairs. The additional inspectors asked for in my annual report should be authorized, and would be followed by increased efficiency in the inspection for leaks and wastes.

In the department of street lighting the work was not in arrears on the above-mentioned date, so far as it can be performed by the present force. On account of employing inspectors for a certain amount of clerical work the inspection service proper is not as efficient and complete as it should be. This can only be remedied by the authorization of a greater number of inspectors in this department.

In the office of inspector of gas and meters the work is reported as not being in arrears on the date mentioned.

No employees of the departments under my charge have been detailed to another bureau or office for a period exceeding one year.

Reports of the different heads of departments are inclosed herewith.

Very respectfully, your obedient servant,

EDW. BURR,
Captain of Engineers, U. S. A.

Maj. CHAS. F. POWELL,
Engineer Commissioner.

OFFICE OF THE COMMISSIONERS OF THE DISTRICT OF COLUMBIA,
Washington, December 10, 1895.

SIR: The Commissioners direct me to request that you will please report to them on or before the 14th instant whether any part of the business of your office was in arrears on the 1st instant, and if so, to what extent and why, in order that the Commissioners may report the same to the Secretary of the Treasury in compliance with the law. Also, a statement of the number and compensation of employees appropriated for in one bureau or office who have been detailed to another bureau or office for a period exceeding one year.

Very respectfully,

W. TINDALL, *Secretary.*

The ENGINEER COMMISSIONER.

Copy for Mr. J. J. Beall, who will please furnish the information called for by the above order at the earliest practicable time.

EDW. BURR,
Captain of Engineers, U. S. A.

OFFICE OF THE UNITED STATES INSPECTOR OF GAS AND METERS,
Washington, D. C., December 12, 1895.

GENTLEMEN: In compliance with your request of the 10th instant, I have the honor to report that not any part of the business of this office was in arrears on the 1st instant, and no employee of this office was detailed to another bureau or office during the past year.

Very respectfully,

S. CALVERT FORD,
Inspector of Gas and Meters.

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF THE ENGINEER COMMISSIONER, WATER DEPARTMENT,
Washington, D. C., December 14, 1895.

SIR: In compliance with the request of the honorable Commissioners of the 10th instant, I have the honor to report that the following work in this office was in

arrears on the 1st instant: One hundred water maps to complete, including field work in connection with same; making up cost of water mains laid for the present fiscal year.

The delay in the work referred to is due to extra work on plans for new pump house, reservoir at Reno, and extra work in connection with changing water mains and laying new ones on account of changes in motive power on street railroads.

Very respectfully,

H. F. HAYDEN,
Superintendent Water Department.

Maj. CHAS. F. POWELL,
Engineer Commissioner.

OFFICE OF THE ENGINEER COMMISSIONER,
DISTRICT OF COLUMBIA,
Washington, December 12, 1895.

CAPTAIN: In reply to your request for information relative to the condition of the work of this office on December 1, I have the honor to state that the clerical work of the office was not in arrears on that date.

This is largely due to the employment of some of the inspection force to do clerical work. The inspection for leaks and wastes of Potomac water is therefore necessarily neglected to some extent. Should my recommendation for the appointment of four additional inspectors be complied with, the work of collecting water rents, water-main taxes, and the inspection for leaks would be greatly expedited.

Very respectfully,

JNO. J. BEALL, *Water Registrar.*

Capt. EDWARD BURR, *Corps of Engineers, U. S. A.*

OFFICE OF ENGINEER COMMISSIONER,
DISTRICT OF COLUMBIA,
Washington, December 13, 1895.

SIR: In response to the request of the Engineer Commissioner for information as to "whether any part of the business of your office was in arrears on the 1st instant," etc., I have the honor to report that all work in connection with the street-lighting service is complete to date. A proper inspection and supervision of this service, however, can not be made with the present force.

No employee of this department has been detailed to another department for a period longer than two months.

Respectfully submitted.

W. C. ALLEN,
Superintendent of Lamps.

Capt. EDWARD BURR,
Assistant to the Engineer Commissioner.

OFFICE OF THE ENGINEER COMMISSIONER, DISTRICT OF COLUMBIA,
Washington, December 16, 1895.

SIR: In reply to circular of December 10, concerning statement as to whether any part of the business of the offices in the division of sewers and plumbing was in arrears on the 1st instant, etc., I have to report the state of business in the various offices to be as follows:

In the permit office all work was up to date. Should, however, the proposed amendment to the plumbing regulations requiring all taps of public sewers to be made by sewer tappers, instead of permitting plumbers to make taps in pipe sewer, as is now the custom, be adopted, it may be nesessary to temporarily employ a sewer tapper in addition to the two now with the office.

In the office of superintendent of property all work was up to date. It has been necessary at times during the year to temporarily employ parties for the purpose of properly attending to the property in the yards or at inspection points. As the appropriation bill permits the employment of such additional help as may be necessary, it is believed that this method will keep the office from falling behind at any time that increased work may be thrown upon it.

For the office of plumbing inspection the inspector in charge reports as follows:

"The inspection of new work is entirely up to date; the inspection of repair work is up to date as far as the plumbers have reported such work to this office. Of the

192 notices issued since December 1, 1894, only 20 have been entered as having received a final disposition. It is doubtless true that a considerable proportion, estimated at one-quarter, of the remaining notices have received some attention, but the force at my disposal is not sufficient to give these cases the repeated inspection they require.

"During the past four months repeated requests for inspection and test of houses have been received. Some fifteen cases remain to receive a test, although each has been inspected and a fair probability established that the work is in safe condition.

"In regard to the condition of the office records, I can state that the present force is not able to keep this work up to date. The posting of the record of the past year has, however, been accomplished to September 1.

"Attention is directed in this connection to the fact that the continued disability of the oldest assistant, Mr. John Murphy, is one reason for this state of affairs."

This office has been unable to take up work which properly devolved upon it on account of inability to handle proposed work in addition to its regular routine duties. A notable case of this was its inability to undertake the work of examining and reporting upon the plumbing in the Treasury Department building. Two other assistants could be very advantageously employed in this office.

With regard to the sewer division, I have to state that the force at present employed is sufficient to keep up the ordinary routine work, but is not sufficient to enable the office to handle promptly or expeditiously anything outside of this routine work that may be assigned to it. The preparation of plans and specifications for new constructions requires, with the present force, longer time than it should, owing to the inability of the present force to give such work exclusive time. All extra work has to be sandwiched in at odd times with routine work. By "extra work" is meant the work involved in the preparation of plans for large constructions, such as the Brookland sewer, Rock Creek and B street interceptor, etc. There is some difficulty in keeping drafting work properly to date. Two or three more engineers could be advantageously employed in this Department, but if any additional work beyond what it now has should be given it, an increase of force will be necessary.

No employees appropriated for in this division have been detailed to any other bureau or division during the year.

Very respectfully,

LANSING H. BEACH.
Captain of Engineers, U. S. A.

Maj. CHAS. F. POWELL,
Engineer Commissioner.

OFFICE OF THE ENGINEER COMMISSIONER, DISTRICT OF COLUMBIA,
Washington, December —, 1895.

MAJOR: I have the honor to report that the work of the record office of the engineer department was not in arrears on the 1st instant.

One clerk at a compensation of $1,200, appropriated for under the head of "engineer's office," was transferred from the record office to the division of extension and highways, as clerk and draftsman.

Very respectfully,

A. Y. LAKEMAN,
Chief Clerk, Engineer Department.

Maj. CHARLES F. POWELL,
Engineer Commissioner.

OFFICE OF THE EXCISE BOARD OF THE DISTRICT OF COLUMBIA,
Washington, December 27, 1895.

GENTLEMEN: The excise board District of Columbia has the honor to acknowledge the receipt of your letter of inquiry of the 10th instant, which came to this office on the 24th instant.

In reply it is to be said that the business of this branch of the District bureaus was not in arrears on the first of this month, and also that no employee has been detailed from another department for duty under the excise board.

Very respectfully,

J. HARRISON JOHNSON,
Chairman Excise Board.

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF MAJOR AND SUPERINTENDENT METROPOLITAN POLICE,
District of Columbia, December 19, 1895.

Respectfully returned to the Commissioners of the District of Columbia with the information that no part of the business of this office was in arrears on the 1st instant.

Employees appropriated for in this department have been detailed to the number of 7 as watchmen at the District of Columbia building, occupied by the several District departments; 1 as guard to the poundmaster, in the service of the health officer; 5 as bailiffs at the police court, 1 as watchman at Rock Creek Park, and 4 as guards at the workhouse, all of these for a period of a year or more.

WM. G. MOORE,
Major and Superintendent Metropolitan Police.

HEALTH DEPARTMENT, DISTRICT OF COLUMBIA,
Washington, December 14, 1895.

GENTLEMEN: Replying to your letter of the 10th instant, inquiring whether any part of the business of this department was in arrears on the 1st instant, also whether any of the employees have been detailed to any other department for a period exceeding one year, I have the honor to state that the ordinary work of this department was on the date mentioned and is at the present time up to date, and that none of the employees have been detailed elsewhere. It has, however, been necessary to supplement the regular force of this department by a special inspector, paid from the emergency fund, for the purpose of making a special investigation into the prevalence of typhoid fever in this District.

The appropriation made at the last session of Congress for the establishment of a disinfecting service was so small and so much less than the estimated cost of such service that it was not thought advisable to inaugurate the work at the beginning of the year, with the certainty that it would have to be discontinued in a short while. At the present time, however, a disinfecting station is being provided for use in connection with such service, and it is hoped that it will be in operation in a short time.

Respectfully,

WM. C. WOODWARD, M. D.,
Health Officer.

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF THE SUPERINTENDENT OF CHARITIES,
DISTRICT OF COLUMBIA,
Washington, D. C., December 13, 1895.

SIR: In compliance with the request of the Commissioners, I respectfully report that there was no part of the business of this office in arrears on the 1st instant, and that there are no employees appropriated for in one bureau or office who have been detailed to another bureau or office for a period exceeding one year in any of the establishments reporting to me.

Yours, respectfully,

JOHN TRACEY,
Superintendent of Charities.

Hon. JOHN W. ROSS,
President Board of Commissioners, District of Columbia.

OFFICE OF THE AUDITOR, DISTRICT OF COLUMBIA,
Washington, D. C., December 12, 1895.

GENTLEMEN: In compliance with the request contained in your circular letter of the 10th instant, I have the honor to report that on the 1st of the present month the current work of this office was not in arrears.

There are no employees detailed to or from the office.

Very respectfully,

J. T. PETTY, *Auditor.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF SUPERINTENDENT TELEGRAPH AND TELEPHONE SERVICE,
Washington, D. C., December 12, 1895.

SIRS: In reply to your inquiry of the 10th instant as to whether any part of the business of this office was in arrears on the 1st instant, I have the honor to reply that no part of the clerical work was or is in arrears; but a considerable amount

of manual labor on outdoor work, such as numbering and marking poles and repainting the fire-alarm and patrol boxes, is sadly behind time, to the extent of several months' labor for one man, and wholly for the reason that the present force for outdoor work is inadequate to the prompt discharge of the greatly increased work of maintaining the lines since the considerable increase in extent made since the beginning of the year 1895.

I ought, in this connection, to call attention to the earnest recommendation heretofore made for two additional telephone operators and one additional repair man. Had we had one additional repair man during the present fiscal year no part of the outdoor work would now be in arrears.

Respectfully submitted.

HENRY R. MILES,
Superintendent Telegraph and Telephone Service.

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF THE ASSESSOR, DISTRICT OF COLUMBIA,
Washington, December 12, 1895.

GENTLEMEN: In compliance with your request of 10th instant to report whether any part of the business of this office was in arrears on the 1st instant, and if so, to what extent and why, I have the honor to submit that with the exception of the posting of the ledgers for the payments made in November, which is now being expedited by day and night service, the business of this office is in good condition and up to date. But this result could not have been attained without the extra labor performed by the clerks after the regular official hours.

No employees have been detailed to this office from any other bureau or office within the past year.

Very respectfully, MATTHEW TRIMBLE, *Assessor.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

SPECIAL ASSESSMENT DIVISION, DISTRICT OF COLUMBIA,
Washington, December 11, 1895.

GENTLEMEN: In reply to your letter of 10th instant, I beg leave to state that the work of this office was not in arrears on the 1st of this month and that no employees have been detailed for work in any other bureau.

Very respectfully,

J. W. DANIEL,
Special Assessment Clerk.

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF COLLECTOR OF TAXES, DISTRICT OF COLUMBIA,
Washington, December 11, 1895.

GENTLEMEN: In reply to your request of the 11th instant, I beg to say that this office on December 1 was behind ten days in entering and returning the large number of tax bills received November 30; that the monthly reports to the Treasury Department of the business of this office since the beginning of the fiscal year are still unprepared, and that there are numerous requests for the refund of duplicate and erroneous payments of taxes which have not been acted upon, all owing to the inadequacy of the force of the office.

Very respectfully,

E. G. DAVIS, *Collector of Taxes.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF INSPECTOR OF BUILDINGS, DISTRICT OF COLUMBIA,
Washington, December 13, 1895.

GENTLEMEN: In answer to your request of the 10th instant, as to whether any part of the business of this office was in arrears on the 1st instant, I have the honor to report as follows:

The work of indexing the records of this office is in arrears two months. This is caused by insufficient clerical force, and will continue until the department is provided with an additional clerk, which has been asked for in my annual report.

The work in the field of inspection of general construction is not covered to that extent that the community is entitled to, and is therefore in arrears, but to what extent it is too intangible to compute. As the force of inspectors stands to-day, it is physically impossible to keep the work up to date. To avoid this condition I have asked for three additional inspectors.

The employees of this department are active and faithful in the performance of the duties assigned to them, and for that reason are not responsible for arrearage. I sincerely trust that the assistance asked for will be granted.

Very respectfully,

JNO. B. BRADY,
Inspector of Buildings.

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF THE COMMISSIONERS OF THE DISTRICT OF COLUMBIA,
Washington, December 12, 1895.

GENTLEMEN: In reply to your recent inquiry, I have the honor to inform you that the business of my office was up to date on the 1st instant, and that none of my men have been detailed for other duty during the year.

Very respectfully,

I. R. SUTTON, *Harbor Master.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

EASTERN MARKET,
Washington, D. C., December 13, 1895.

GENTLEMEN: In compliance with your request of 10th instant, I have the honor to state that the business of this office was O. K. on the 1st instant.

Yours, respectfully,

B. F. GRAHAM, *Market Master.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

WASHINGTON, *December 12, 1895.*

GENTLEMEN: I have the honor to report that the Georgetown Market is not in arrears, as the rents are collected in advance and duly paid to the collector. I would also respectfully state that no employee has been detailed from this market to another market.

Very respectfully, W. H. WILLIAMS, *Market Master.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF THE COMMISSIONERS, DISTRICT OF COLUMBIA,
Washington, D. C., December 13, 1895.

GENTLEMEN: I respectfully state the business of the market is up to the required conditions. There has at no time been detailed help from any bureau to the market.

Respectfully submitted.

J. ELDRIDGE BURNS,
Market Master, Western Market.

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF THE CORONER, DISTRICT OF COLUMBIA,
Washington, D. C., December 13, 1895.

GENTLEMEN: In response to the communication received from your office on December 10, 1895, I respectfully submit that the work of the coroner's office is practically up to date. I will state that it is a rule that the coroner shall make a monthly report to the health officer, but as it can not be made up until the expiration of the month in which the work is performed, it never reaches the health officer until the month following, on or about the 15th, which I generally endeavor to follow very strictly.

Yours, very respectfully, C. M. HAMMETT, M. D., *Coroner.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

WASHINGTON, D. C., *December 13, 1895.*

GENTLEMEN: In reply to your communication received to-day, I will state that there was no part of the business of my office in arrears on the 1st instant. Neither has there been any transfers or details from my department.

Your obedient servant,

JAMES H. WELCH,
Inspector of Flour.

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

GEORGETOWN, D. C., *December 14, 1895.*

GENTLEMEN: I have the honor to report that there was no part of the business of my office in arrears on the 1st instant, and I have no employees under me appropriated for by the Government.

With much respect, I am, your obedient servant,

F. D. SHOEMAKER, *Inspector of Flour.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

WASHINGTON ASYLUM,
Washington, D. C., December 13, 1895.

GENTLEMEN: In reply to your communication of December 10, for information to transmit to the Secretary of the Treasury in compliance with law, I beg leave to state that the business of this institution is up to date.

There are no details made from this department for any other service.

Very respectfully, W. H. STOUTENBURGH,
Intendant.

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE BOARD OF SCHOOL TRUSTEES, DISTRICT OF COLUMBIA,
Washington, D. C., December 12, 1895.

GENTLEMEN: I have the honor to report that the affairs of this office are not in arrears in any particular, and that there has been no transference of employees from one office or branch of labor to that of another.

Very respectfully, J. W. WHELPLEY,
President Board of Trustees.

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

FIRE DEPARTMENT, DISTRICT OF COLUMBIA,
Washington, December 12, 1895.

GENTLEMEN: In compliance with your request for a report whether any part of the business of this office was in arrears on the 1st instant, I have to state that the work of this department is, and was on the 1st instant, up to date.

There are no employees of this department whose compensation was appropriated for any one bureau or office and who have been detailed to another bureau or office for a period exceeding one year.

Very respectfully, JOSEPH PARRIS, *Chief Engineer.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

STREET AND ALLEY CLEANING DEPARTMENT,
DISTRICT OF COLUMBIA,
Washington, D. C., December 12, 1895.

GENTLEMEN: In reply to circular office letter of the 10th instant, I have the honor to state that no part of the business of this office was in arrears on the 1st instant. Further, that no employee of this service has been transferred to any other bureau during the period named.

Very respectfully. A. G. MCKENZIE, *Superintendent.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF THE PROPERTY CLERK, DISTRICT OF COLUMBIA,
Washington, D. C., December 13, 1895.

GENTLEMEN: In answer to your request whether any part of the business of my office is in arrears, I have to say that in the matter of examination of bills for supplies that this work is a month behind; all other work is kept up as closely as can be. The reason that work is behind is that I have not force enough to do the large amount of work and keep it up to date. There are no clerks detailed to my office.

Respectfully, F. O. BECKETT, *Property Clerk.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

OFFICE OF THE COMMISSIONERS OF THE DISTRICT OF COLUMBIA,
Washington, December 27, 1895.

GENTLEMEN: I have to report that no current work of this office was in arrears on the 1st instant, and none of the employees of the office have been detailed to another bureau or office for a period exceeding one year.

Respectfully,

W. TINDALL, *Secretary.*

The COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 130.

CIVILIAN ENGINEERS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A letter of the Chief of Engineers of the Army, with statement showing the name of each civilian engineer employed from July 1, 1894, to June 30, 1895, in the work of improving rivers and harbors.

JANUARY 9, 1896.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., January 7, 1896.

SIR: I have the honor to transmit herewith letter of the Chief of Engineers, United States Army, dated January 3, 1896, with accompanying statement showing the name of each civilian engineer employed from July 1, 1894, to June 30, 1895, in the work of improving rivers and harbors, as required by section 8 of the act of August 5, 1886.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., January 3, 1896.

SIR: I have the honor to submit herewith, in obedience to the requirements of section 8 of the river and harbor act of August 5, 1886, a statement prepared from data received from officers in charge of the different engineering districts, showing the name of each civilian engineer employed from July 1, 1894, to June 30, 1895, in the work of improving rivers and harbors, the time so employed, the compensation paid, and the place at and work on which employed.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

Statement showing name and place of residence of each civilian engineer employed between July 1, 1894, and June 30, 1895, under appropriations made by acts of Congress for rivers and harbors, the time so employed, the compensation paid, and the place at and work on which employed.

Name and place of residence.	Time employed.		Compensation (per month).	Where employed.	Works on which employed.
	Mos.	*Dys.*			
A. C. Both, Portland, Me	10	8	$200.00	Portland, Me	Harbors at Rockland and Portland, Me.; harbor of refuge at Little Harbor, N. H.; Kennebec River, Me.; surveys.
J. Veazie, Boston, Mass	5	0	200.00	Boston, Mass	Harbor of refuge at Cape Ann, Mass.; harbors at Boston, Salem, Newburyport, Plymouth, Provincetown, Scituate, Lynn, Hingham, Chatham, Gloucester, Manchester, Winthrop, Wellfleet, and Kingston, Mass.; rivers Powow, Weymouth, Ipswich, Essex, Mystic, Malden, and Merrimac, Mass.; examinations and surveys.
	7	0	225.00		
T. T. Hunter Harwood, Rockport, Mass.	3	0	150.00	do	Do.
	6	0	175.00		
Edward Parrish, Newport, R. I	12	0	240.00	Newport, R. I.; harbors at Nantucket, Hyannis, Vineyard Haven, Woods Hole, and New Bedford, Mass.; Vineyard Sound, Mass.; Block Island, Point Judith, and Saunderstown, R. I.; rivers Providence, Pawtucket, and Pawcatuck, R. I.; Stonington, Groton, South Lyme, and Stony Creek, Conn.	Harbors at Nantucket, Hyannis, Vineyard Haven, Woods Hole, New Bedford, and Marthas Vineyard, Mass.; Canapitsit Channel, Mass.; Block Island, Newport, Point Judith, and Point Judith Pond, R. I., and Stonington, Conn.; rivers Taunton, Mass., Pawtucket, Providence, and Pawcatuck, R. I.; Green Jacket Shoal, Providence River, R. I.; surveys; removal of wrecks.
C. H. Rostock, Newport, R. I	12	0	180.00	Newport, R. I.; harbors at Woods Hole, New Bedford, Marthas Vineyard, and Chatham, Mass.; Block Island and Point Judith, R. I.; Long Island Sound; rivers Pawtucket and Providence, R. I.; Stonington, Conn.	Harbors at Nantucket, Wareham, Hyannis, Vineyard Haven, New Bedford, and Marthas Vineyard, Mass.; Canapitsit Channel, Mass.; Block Island, Newport, and Point Judith, R. I., and Stonington, Conn.; rivers Taunton, Mass., Pawtucket, Providence, and Pawcatuck, R. I.; Green Jacket Shoal, Providence River, R. I.; surveys; removal of wrecks.
George Eldridge, Chatham, Mass	1	1	*5.00	Chatham, Mass	Removal of wrecks.
Henry N. Babcock, Pelham Manor, N. Y.	12	0	250.00	New York City	Harbors at New Haven, Bridgeport, Black Rock, Norwalk, Stamford, Five Mile River, Wilsons Point, and Cos Cob, Conn., and Greenport, Port Chester, Glen Cove, Flushing Bay, Port Jefferson Inlet, Larchmont, and Huntington, N. Y.; breakwaters at New Haven and harbor of refuge, Duck Island Harbor, Conn.; rivers Connecticut, Mass. and Conn., Housatonic and for breakwater, Thames (including Shaws Cove, New London Harbor), Mianus, Mystic, and Saugatuck, Conn., and Patchogue, N. Y.; East Chester Creek and Browns Creek, N. Y.; survey and examinations.
H. B. Gorham, West Haven, Conn	7	0	175.00	New Haven, Conn	New Haven Harbor and breakwaters at New Haven, Conn.
G. W. Kuehnle, New Brunswick, N. J.	12	0	250.00	New York City	New York Harbor, East River, and Hell Gate, Buttermilk Channel, Newtown Creek, Gowanus Bay, and Jamaica Bay, N. Y.; Raritan Bay, N. J.
Augustus Doerflinger, Brooklyn, N. Y.	12	0	250.00	Kings Bridge, N. Y.	Harlem River, N. Y.

Charles G. Weir, Albany, N. Y	8	0	250.00	Albany, N. Y	Harbors at Saugerties and Rondout, N. Y.; Hudson River and Wappinger Creek, N. Y.
R. H. Talcott, Albany, N. Y	4	0	250.00	do	Do.
C. S. Kelsey, Westfield, N. J	12	0	200.00	New York City	Keyport Harbor, Shoal Harbor, Compton Creek, and Mattawan Creek, N. J.; rivers Shrewsbury, Elizabeth, Rahway, South, Raritan, Passaic, and Manasquan, N. J.; Canarsie and Sheepshead bays, and Sumpawanus Inlet, N. Y.; Arthur Kill, N. Y. and N. J.; channel between Staten Island and New Jersey.
Ellis D. Thompson, Philadelphia, Pa	3	0	150.00	Philadelphia, Pa	Philadelphia Harbor, Pa.
	9	0	175.00		
Thomas M. Farrell, Philadelphia, Pa	12	0	175.00	do	Harbor at Delaware Breakwater, Del.; ice harbor at Marcus Hook, Pa.; Schuylkill River, Pa.; Delaware River from Trenton to its mouth; Rancocas and Salem rivers and Alloway and Goshen creeks, N. J.
A. Stierle, Wilmington, Del	12	0	175.00	Wilmington, Del	Harbors at Wilmington, Del., Cambridge, Md., and Cape Charles City, Va.; ice harbor at Newcastle, Del.; rivers Broadkiln, Appoquinimink, Smyrna, Murderkill, St. Jones, Mispillion, and Broad Creek, Del., and Susquehanna, Choptank, Wicomico, Manokin, Chester, La Trappe, and Warwick, Md.; Fairlee Creek, Md.; inland waterway from Chincoteague Bay, Va., to Delaware Bay, Del.; examinations and surveys; removal of wrecks.
Charles M. Bird, Wilmington, Del	2	6	150.00	Rehoboth, De'	Inland waterway from Chincoteague Bay, Va., to Delaware Bay, Del.; examinations and surveys.
A. M. Scott, Charleston, W. Va	12	0	300.00	Charleston, W. Va	Great Kanawha and Elk rivers, W. Va.
Thomas E. Jeffries, Charleston, W. Va.	12	0	200.00	Lock and Dam No. 11, Great Kanawha River, W. Va.	Great Kanawha River, W. Va.
R. C. Venable, Charleston, W. Va	6	0	100.00	Great Kanawha River, W. Va	Do.
Albert M. Campbell, Charleston, W. Va.	12	0	150.00	Locks and dams Nos. 9 and 10, Great Kanawha River, W. Va.	Do.
Wm. S. Summers, Charleston, W. Va	0	24	150.00	Great Kanawha River, W. Va	Do.
W. Walton Venable, Charleston, W. Va.	1	16	100.00	Charleston, W. Va	Do.
W. Proctor Smith, Alderson, W. Va	3	0	200.00	Gauley River, W. Va	Gauley River, W. Va.
H. D. Whitcomb, Richmond, Va	12	0	250.00	Richmond, Va	James River and protection of Jamestown Island, Va.
N. H. Hutton, Baltimore, Md	12	0	150.00	Baltimore, Md	Baltimore Harbor, Md.
P. C. Kennedy, Baltimore, Md	8	9	100.00	do	Do.
John B. Duncklee, Washington, D. C	8	0	200.00	Washington, D. C	Rivers Potomac, Rappahannock, and York, Va.; Occoquan and Aquia creeks, Va.; examinations.
L. R. Grabill, Washington, D. C	4	0	150.00	Washington, D. C., and in field	Potomac River.
E. D. Hardy, Washington, D. C	9	21	100.00	do	Rivers York, Rappahannock, Pamunkey, and Mattaponi, Va.; Occoquan and Aquia creeks, Va.; examinations and surveys.
	2	9	125.00		
J. P. White, Norfolk, Va	6	0	100.00	Norfolk, Va	Norfork Harbor, Va.; rivers Nansemond, Appomattox, and Chickahominy, Va., North Landing, Va. and N. C., and Roanoke and Pasquotank, N. C.; waterway from Norfork Harbor, Va., to Albemarle Sound, N. C.; Mackeys Creek, N. C.; survey of waterway connecting Dismal Swamp Canal, Va., with sounds of North Carolina.
	6	0	135.00		
W. Hawkesworth, Cincinnati, Ohio	3	18	200.00	North Island, S. C	Winyaw Bay and Georgetown Harbor, S. C.
Charles Humphreys, Wayside, Md	2	0	175.00	Wilmington, N. C., and in field	Winyaw Bay, S. C.; rivers Cape Fear, at, above, and below Wilmington, Cape Fear (North East), Black, and Lockwoods Folly, N. C.
	10	0	200.00		

*Per day.

Statement showing name and place of residence of each civilian engineer employed between July 1, 1894, and June 30, 1895, etc.—Continued.

Name and place of residence.	Time employed.	Compensation (per month).	Where employed.	Works on which employed.
	Mos. Dys.			
W. H. Chadbourn, jr., Wilmington, N. C.	4 0 8 0	$135.00 150.00	Newbern and Beaufort, N. C., and in field.	Beaufort Harbor, N. C.; rivers Trent, Neuse, New, Pamlico, and Tar, N. C.; waterway between Newbern and Beaufort, and between Beaufort Harbor and New River, N. C.; Contentnia Creek and Ocracoke Inlet, N. C.; examinations and surveys.
S. F. Burbank, Washington, N. C.	7 18 4 12	125.00 150.00	Wilmington, N. C., and in field	Winyaw Bay, S. C.; Ocracoke Inlet, N. C.; examinations and surveys.
Reid Whitford, Washington, N. C., and Georgetown, S. C.	12 0	200.00	Georgetown, S. C.	Winyaw Bay and Georgetown Harbor, S. C.; rivers Congaree, Great Pedee, Little Pedee, Lumber, Santee, Waccamaw, Wateree, and Clark, S. C.; Mingo Creek, S. C.
James P. Allen, Charleston, S. C.	12 0	200.00	Charleston, S. C.	Charleston Harbor and Wappoo Cut, S. C.; rivers Ashley, Salkahatchie, Edisto, and Beaufort, S. C.; survey of Brunswick Bar, Ga.; removal of wrecks.
W. A. Leland, Charleston, S. C	1 0	125.00	do	Charleston Harbor, S. C.; survey of Brunswick Bar, Ga.
E. A. Gieseler, Savannah, Ga.	12 0	250.00	Savannah, Ga.	Harbors at Savannah, Darien, and Brunswick, Ga.; Cumberland Sound, Ga., and Fla.; rivers Savannah, Altamaha, Ocmulgee, and Oconee, Ga.; Jekyl Creek, Ga.; water route between Savannah, Ga., and Fernandina, Fla.
A. S. Cooper, Savannah, Ga	12 0	200.00	do	Do.
R. S. Burnett, Savannah, Ga.	2 0 10 0	175.00 200.00	Savannah, Ga.; rivers Savannah, Altamaha, Oconee, and Ocmulgee, Ga.	Do.
Marion Twiggs, Augusta, Ga	10 0	150.00	do	Do.
J. W. Sackett, St. Augustine, Fla	12 0	200.00	St. Augustine, Mayport, and Vero, Fla.	St. Johns and Indian rivers, Fla.
E. B. Thomson, St. Augustine, Fla	2 0	125.00	St. Augustine, Fla	Do.
J. E. Turtle, Pittsfield, Mass	12 0	200.00	Pensacola Harbor, Fla.; rivers Choctawhatchie, Escambia, and Conecuh, Fla. and Ala.	Pensacola Harbor, Fla.; rivers Choctawhatchie, Escambia, and Conecuh, Fla. and Ala.
D. M. Andrews, Washington, Ga.	11 26	175.00	Montgomery, Ala.; Locks Nos. 1, 2, 3, and 4, Coosa River, Ala.; Coosa River, between Rome, Ga.. and Lock No. 4, Ala.; Chattahoochee River, Ga., between West Point and Franklin.	Rivers Coosa, between Rome, Ga., and East Tennessee, Virginia and Georgia Railroad Bridge, Ala., and Chattahoochee, Ga., between West Point and Franklin; operating and care of canals on Coosa River, Ala.
C. B. Percy, Mobile, Ala.	12 0	175.00	Montgomery, Ala.; Alabama and Cahaba rivers, Ala.	Alabama and Cahaba rivers, Ala.
Charles Firth, Montgomery, Ala.	12 0	200.00	Wetumpka, Ala	Coosa River, between Wetumpka and East Tennessee, Virginia and Georgia Railroad Bridge, Ala.
Thomas Robinson, Andover, Mass.	12 0	175.00	Rivers Chattahoochee, below Columbus, and Flint, below Montezuma, Ga.; Apalachicola River and Bay, Fla.	Rivers Chattahoochee, Ga. and Ala., Flint, Ga., and Apalachicola, Fla.; Apalachicola Bay, Fla.
H. Harding, Tuscaloosa, Ala.	12 0	200.00	Tuscaloosa, Ala.	Black Warrior River, Ala.
P. C. Boudousquie, Mobile, Ala	12 0	200.00	Mobile, Ala.	Mobile Harbor, Ala.

Fred. Rettig, Mobile, Ala	12	0	200.00	Rivers Pearl, Miss., and Tombigbee, Ala.	Rivers Pearl, Miss., and Tombigbee, Ala.
R. C. McCalla, jr., Tuscaloosa, Ala	12	0	150.00	Tuscaloosa, Ala	Black Warrior River, Ala.
John S. Foster, Tuscaloosa, Ala	0	10	125.00	Black Warrior River, Ala	Do.
T. W. Nicol, Mobile, Ala	12	0	150.00	Tombigbee River, Ala	Tombigbee River, Ala.
C. Donovan, Port Eads, La	12	0	200.00	Port Eads, La	Examinations and surveys at South Pass, Mississippi River.
G. W. Lawes, Port Eads, La	6	0	125.00	do	Do.
C. A. Miner, Coldwater, Mich	2	23	125.00	New Orleans, La	Bayous Plaquemine and Lafourche, La.
J. L. Brownlee, Sabine Pass, Tex	12	0	175.00	New Orleans and Calcasieu Pass, La.; Sabine Pass, Tex.	Sabine Pass, Tex.; Calcasieu River and Pass, La.; bayous Plaquemine, Lafourche, Courtableau, and Teche, La.; examinations and surveys.
E. M. Hartrick, Galveston, Tex	10	0	250.00	Galveston, Tex	Galveston Harbor, ship channel in Galveston Bay, and channel in West Galveston Bay, Tex.
	2	0	180.00		
Donald Allen, Galveston, Tex	2	0	250.00	do	Do.
	10	0	180.00		
R. B. Talfor, Galveston, Tex	9	12	180.00	Galveston, Houston, and Dallas, Tex	Galveston Harbor, Buffalo Bayou, and Trinity River, Tex.
	2	18	150.00		
S. M. Wilcox, Galveston, Tex	12	0	150.00	Galveston, Tex.; rivers Brazos, Colorado, and Guadalupe, Tex.	Galveston Harbor, Tex.; examinations and surveys.
F. Oppikofer, Galveston, Tex	2	18	150.00	Galveston, Tex.; Trinity River, Tex	Galveston Harbor and Trinity River, Tex.
	9	12	125.00		
S. W. Campbell, Galveston, Tex	1	2	150.00	Brazos River, Tex	Examination of Brazos River, Tex., from Waco to Richmond.
Horace M. Marshall, Vicksburg, Miss.	12	0	225.00	Vicksburg, Miss.; Vicksburg Harbor, Miss.; rivers Yazoo Miss., and Ouachita and Red, La. and Ark.	Vicksburg Harbor, Miss.; rivers Yazoo, Miss., and Ouachita and Red, La. and Ark.
Thomas T. Thomas, Columbia, Mo	11	11½	175.00	Vicksburg, Miss.; rivers Yazoo and Big Sunflower, Miss., and Ouachita, La. and Ark.	Rivers Red and Ouachita, La. and Ark., and Yazoo and Big Sunflower, Miss.
John Ewens, Troy, N. Y	10	20½	150.00	Vicksburg, Miss.; Lower Mississippi and tributaries, Red, Ouachita, and Yazoo rivers.	Water gauges on Mississippi River and tributaries; rivers Red and Ouachita, La. and Ark., and Yazoo, Miss.
Walter H. Polk, Vicksburg, Miss	11	17	140.00	Vicksburg, Miss.; rivers Ouachita, La. and Ark., and Yazoo, Miss.	Rivers Yazoo, Miss., and Ouachita, La. and Ark.
George C. Haydon, Columbia, Mo	3	24	140.00	Vicksburg, Miss.; Red River, La. and Ark.	Red River, La. and Ark.
P. R. Van Frank, jr., Rolla, Mo	3	0	125.00	Little Rock, Ark	Rivers Arkansas, White, Fourche Le Fevre, Petit Jean, and St. Francis, Ark., and Black, Ark. and Mo.
	9	0	150.00		
W. W. Olney, Westernville, N. Y	6	7	150.00	Pine Bluff, Ark	Arkansas River, Ark.
William Parkin, Little Rock, Ark	6	19	150.00	U. S. snag boat Riverside; Little Rock and Fort Smith, Ark.	Rivers White and Arkansas, Ark., and Current, Ark. and Mo
	2	24	160.00		
C. A. Langdon, Chicago, Ill	4	0	150.00	Fort Smith, Ark	Arkansas River, Ark.
J. R. Van Frank, Little Rock, Ark	2	16	150.00	U. S. snag b at Missouri	St. Francis River, Mo.
D. M. Currie, St. Louis, Mo	12	0	250.00	St. Louis, Mo	Mississippi River between Ohio and Missouri rivers.
John O. Holman, St. Louis, Mo	12	0	180.00	do	Do.
W. S. Mitchell, St. Louis, Mo	12	0	180.00	St. Louis, Rush Tower, Ste. Genevieve, and Michaels Landing, Mo., and Fort Chartres, Ill.	Do.
Gerald Bagnall, St. Louis, Mo	12	0	180.00	St. Louis, Kimmswick, and Sulphur Springs, Mo., Pulltight, Ill., and Horsetail, Ill. and Mo.	Do.
E. D. Libby, St. Louis, Mo	12	0	180.00	St. Louis and Ste. Genevieve, Mo	Do.
E. E. Furney, St. Louis, Mo	1	15	200.00	St. Louis, Mo	Removing obstructions in Mississippi River.

Statement showing name and place of residence of each civilian engineer employed between July 1, 1894, and June 30, 1895, etc.—Continued.

Name and place of residence.	Time employed.		Compensation (per month).	Where employed.	Works on which employed.
	Mos.	*Dys.*			
Theo. Schoonmaker, St. Louis, Mo	6	15	$200.00	Brennekes Shoal, Mo	Osage River, Mo.
J. W. Beaman, Jefferson City, Mo	6	15	150.00	Jefferson City, Mo	Do.
M. Meigs, Keokuk, Iowa	12	0	250.00	Keokuk, Iowa, and in field	Operating and care of Des Moines Rapids Canal and Dry Dock, Mississippi River; Mississippi River from Ohio River to Minneapolis, Minn.
C. W. Durham, Rock Island, Ill	12	0	250.00	Rock Island, Ill., and in field	Operating snag and dredge boats on Upper Mississippi River; Mississipi River from Ohio River to Minneapolis, Minn.; operating and care of Galena River improvement, Ill.
A. O. Powell, St. Paul, Minn	12	0	180.00	St. Paul, Minn	St. Croix River, Wis. and Minn., and Chippewa River, Wis.; reservoirs at headwaters of Mississippi River.
R. Davenport, St. Paul, Minn	10	27	200.00	St. Paul, Minn., and on the works	Red River of the North, Minn. and N. Dak.
A. Johnson, St. Paul, Minn	12	0	180.00	....do	Reservoirs at headwaters of Mississippi River; operating and care of canals and other works of navigation.
F. M. Towar, Sioux City, Iowa	10	0	175.00	Sioux City, Iowa	Missouri River at Sioux City, Iowa.
W. G. Price, Sioux City, Iowa	12	6	175.00	Sioux City, Iowa, and Pierre, S. Dak	Missouri River at Pierre and Fort Pierre, S. Dak.
H. C. Gould, Sioux City, Iowa	5	17	160.00	Sioux City, Iowa, and Mandan, N. Dak.	Missouri River at Bismarck, N. Dak.; ice harbor at Rockhaven, N. Dak.
	6	13	180.00		
E. D. Vincent, Sioux City, Iowa	10	0	150.00	Great Falls, Mont	Missouri River, between Stubbs Ferry and Great Falls, Mont.
J. S. Walker, Nashville, Tenn	12	0	200.00	Nashville, Tenn	General engineering duties: Cumberland River, Tenn., and Ky.
Alfred Petry, Covington, Ky	7	20	150.00	Cumberland River above Nashville, Tenn.; at Smith Shoals and below Burnside, Ky.	Cumberland River, Tenn., and Ky.
George W. Brown, Riverton, Ala	6	0	175.00	At and below Riverton, Ala	Tennessee River below Chattanooga, Tenn.
S. B. Williamson, Florence and Riverton, Ala.	3	20	150.00	Florence and Riverton, Ala	Do.
	8	10	175.00		
W. S. Winn, Chattanooga, Tenn., and Bridgeport, Ala.	7	0	150.00	Chattanooga, Tenn., and Bridgeport, Ala.	Do.
	5	0	125.00		
J. W. Walker, Guntersville and Florence, Ala.	1	25	150.00	Guntersville and Florence, Ala	Do.
O. W. Ferguson, Chattanooga, Tenn	1	17	100.00	Chattanooga, Tenn., and in field	Do.
	1	19	125.00		
	0	11	150.00		
	2	0	175.00		
D. W. Church, Chattanooga, Tenn	3	15	150.00	Chattanooga, Tenn	Do.
F. B. Williams, Chattanooga, Tenn	2	0	150.00	In the field	Do.
	0	11	130.00		
O. E. Overpeck, Muscle Shoals Canal, Ala.	1	10	125.00	Muscle Shoals, Ala	Do.
W. A. McFarland, Muscle Shoals Canal, Ala.	12	0	200.00	Muscle Shoals Canal, Ala	Operating and care of Muscle Shoals Canal, Ala.
E. J. Carpenter, Cincinnati, Ohio	12	0	200.00	Dredge boats, Ohio River	Ohio River; removal of wrecks in Ohio River; examinations and surveys.
R. R. Jones, Cincinnati, Ohio	12	0	200.00	Cincinnati, Ohio; Ohio River	Ohio River; examinations and surveys.

William Martin, Bellevue, Pa	12	0	200.00	Ohio River: Lock No. 6 and Davis Island Dam.	Ohio River below Pittsburg and at Logstown, Pa.; operating and care of Davis Island Dam, Ohio River; examinations and surveys; removal of wrecks in Ohio River.
Carl Schenk, Newport, Ky	9	0	175.00	Cincinnati, Ohio; Ohio River	Ohio River.
Edward Moeser, Zanesville, Ohio	12	0	175.00	Zanesville, Ohio	Muskingum River, Ohio; operating and care of locks and dams on Muskingum River, Ohio; ice harbor at mouth of Muskingum River, Ohio; protection wall at Zanesville, Ohio; dike at head of Marietta Island, Ohio River; examinations and surveys.
Edward Schenk, Newport, Ky	11	21	150.00	Cincinnati, Ohio; Ohio River	Ohio River; examinations and surveys.
H. Devereux, Cincinnati, Ohio	0	15	150.00	Ohio River	Survey of Ohio River at Three-Mile Island.
J. N. Caldwell, Cincinnati, Ohio	7	13	150.00	Cincinnati, Ohio; Ohio River	Ohio River; examination and survey of harbor at Evansville, Ind.
C. H. Meeds, Winton Place, Ohio	4	23	150.00	do	Ohio River; examination and survey of harbor at Elizabethtown, Ill.
L. C. Schnell, Akron, Ohio	4	0	150.00	Muskingum River, Ohio	Survey of Muskingum River to Dresden, Ohio.
A. F. Spreen, Cincinnati, Ohio	0	5	150.00	Ohio River	Harbor lines in Ohio River.
A. M. Bowman, Bellevue, Pa	10	29	125.00	Lock No. 6, Ohio River	Ohio River below Pittsburg, Pa.
W. A. Christian, Cincinnati, Ohio	6	23	125.00	Cincinnati, Ohio; Ohio River	Surveys at Guyandotte Bar and Flint Island, Ohio River.
C. N. Miller, Covington, Ky	4	9	125.00	do	Ice piers, Ohio River.
Philip Golay, Morgantown, W. Va	12	0	175.00	Morgantown, W. Va	Rivers Cheat and Monongahela, W. Va.; operating and care of locks and dams on Monongahela River, W. Va.
Israel V. Hoag, jr., Pittsburg, Pa	2	9	175.00	Pittsburg, Pa	Allegheny River, Pa.; dam at Herr Island, Allegheny River, near Pittsburg, Pa.
	9	13	150.00		
John W. Arras, Pittsburg, Pa	0	20	175.00		Do.
	11	10	150.00	do	
W. W. Duffield, Mount Carmel, Ill	3	0	175.00	Mount Carmel, Ill	Rivers Wabash, Ind. and Ill., and White, Ind.
J. K. Zollinger, Louisville, Ky	2	8	200.00	Louisville, Ky	Falls of Ohio River at Louisville, Ky.; Louisville and Portland Canal, Ky.
G. F. Jackman, Louisville, Ky., and Mount Carmel, Ill.	1	0	200.00	Louisville, Ky., and Mount Carmel, Ill.	Rivers Wabash, Ind. and Ill., and White Ind.; Indiana Chute, Falls of Ohio River.
	7	20	175.00		
Thomas P. Shanks, Louisville, Ky., and Mount Carmel, Ill.	4	0	200.00	do	Do.
	1	10	175.00		
	3	20	100.00		
J. H. Casey, Louisville, Ky	7	22	200.00	Louisville, Ky	Operating and care of Louisville and Portland Canal, Ky.
Benjamin F. Thomas, Louisa, Ky	12	0	200.00	Louisa, Ky	Rivers Big Sandy, W. Va. and Ky., and Guyandotte and Little Kanawha, W. Va.; operating and care of lock on Little Kanawha River, W. Va.
William M. Hall, Livermore, Ky	9	17	200.00	Cincinnati, Ohio; site of lock on Rough River, Ky.	Rough River, Ky.
B. O. Lermond, Bowling Green, Ky	12	0	150.00	Bowling Green, Ky	Green River, Ky., rebuilding Lock No. 2; operating and care of locks on Green and Barren rivers, Ky.
G. F. Stickney, Frankfort, Ky	2	0	125.00	Frankfort, Ky	Kentucky River, Ky.; operating and care of locks on Kentucky River, Ky.
	10	0	150.00		
G. A. Marr, Houghton, Mich	12	0	200.00	Houghton, Mich	Waterway from Keweenaw Bay to Lake Superior, Mich.; operating and care of Portage Lake and Lake Superior canals, Mich.
J. H. Darling, Duluth, Minn	8	0	175.00	Duluth, Minn	Harbors at Grand Marais, Agate Bay, and Duluth, Minn., Superior Bay, St. Louis Bay, and Ashland, Wis., and Ontonagon and Marquette, Mich.; harbor of refuge at Grand Marais, Mich.; examinations.
	4	0	200.00		
F. L. Dever, Duluth, Minn	12	0	150.00	do	Harbors at Agate Bay and Duluth, Minn., Superior Bay and St. Louis Bay, Wis., and Marquette, Mich.; harbor of refuge at Grand Marais, Mich.; survey.
Clarence Coleman, Marquette, Mich	7	4	160.00	Marquette, Mich	Marquette Harbor, Mich.

Statement showing name and place of residence of each civilian engineer employed between July 1, 1894, and June 30, 1895, etc.—Continued.

Name and place of residence.	Time employed.		Compensation (per month).	Where employed.	Works on which employed.
	Mos.	*Dys.*			
E. S. Long, Grand Marais, Mich.	0	23	$120.00	Grand Marais, Mich	Grand Marais Harbor, Mich.
	1	0	150.00		
Quincy A. Thomas, Duluth, Minn.	4	4	150.00	In the field	Canal connecting Lake Superior and Mississippi River.
John Krey, Duluth, Minn.	4	1	150.00	do	Do.
E. W. Lewis, Duluth, Minn	2	1	150.00	do	Do.
Charles Crosman, Milwaukee, Wis.	12	0	200.00	Milwaukee, Wis.	Harbors on western shore of Lake Michigan.
Samuel Whitney, Oshkosh, Wis.	6	0	200.00	Oshkosh, Wis.	Fox River, Wis.
L. M. Mann, Oshkosh, Wis.	6	0	175.00	do	Do.
L. L. Wheeler, Sterling, Ill	12	0	250.00	Sterling, Ill.	Illinois and Mississippi Canal, Ill.
James C. Long, Tiskilwa, Ill.	4	0	175.00	Tiskilwa, Ill	Do.
	8	0	200.00		
G. A. M. Liljencrantz, Chicago, Ill.	12	0	200.00	Chicago, Ill	Harbors at Chicago and Calumet, Ill.; Calumet River, Ill.
C. V. Brainard, Kampsville, Ill.	12	0	175.00	Kampsville, Ill	Illinois River, Ill.
F. W. Lehnartz, Grand Rapids, Mich.	12	0	200.00	Grand Rapids, Mich	Harbors on eastern shore of Lake Michigan.
B. H. Muehle, Detroit, Mich	12	0	200.00	Detroit, Mich	Rivers and harbors on western shore of Lake Huron; rivers Clinton and Rouge, Mich.
G. W. Bunker, Battle Creek, Mich.	12	0	150.00	Grand Rapids, Mich., and in field	Harbors on eastern shore of Lake Michigan.
E. S. Wheeler, Sault Ste. Marie, Mich.	10	29	300.00	Sault Ste. Marie, Mich	Hay Lake Channel and St. Marys River, Mich.; ship channel connecting waters of the Great Lakes between Chicago, Duluth, and Buffalo.
Joseph Ripley, Sault Ste. Marie, Mich.	10	29	200.00	do	Do.
J. L. Callard, Sault Ste. Marie, Mich.	12	0	175.00	do	St. Marys River, Mich.
Chas. Y. Dixon, Sault Ste. Marie, Mich.	11	22	150.00	do	Hay Lake Channel and St. Marys River, Mich.; ship channel connecting waters of the Great Lakes between Chicago, Duluth, and Buffalo.
F. H. Reed, Sault Ste. Marie, Mich.	12	0	150.00	do	St. Marys River, Mich.
Benno Rohnert, Sault Ste. Marie, Mich.	11	22	150.00	do	Hay Lake Channel, Mich.; ship channel connecting waters of the Great Lakes between Chicago, Duluth, and Buffalo.
L. C. Sabin, Sault Ste. Marie, Mich.	12	0	150.00	do	St. Marys River, Mich.
F. C. Shenehon, Sault Ste. Marie, Mich.	11	21	150.00	do	Do.
E. E. Haskell, Sault Ste. Marie, Mich.	3	0	200.00	do	Ship channel connecting waters of the Great Lakes between Chicago, Duluth, and Buffalo.
H. Von Schon, Sault Ste. Marie, Mich.	9	13	150.00	do	Hay Lake Channel, Mich.; ship channel connecting waters of the Great Lakes between Chicago, Duluth, and Buffalo.
Glen E. Balch, Sault Ste. Marie, Mich.	3	0	125.00	do	Ship channel connecting waters of the Great Lakes between Chicago, Duluth and Buffalo.
H. Kallman, Detroit, Mich.	12	0	175.00	Detroit and Grossepoint, Mich.; Amherstburg, Ontario.	Do.
David Molitor, Detroit, Mich.	12	0	150.00	Detroit, Mich	St. Marys River, Mich.
Frank M. Dunlap, Detroit, Mich.	12	0	150.00	Cleveland, Ohio.; Sault Ste. Marie and Detroit, Mich.	Do.
William T. Blunt, Cleveland, Ohio	12	0	200.00	Cleveland and Toledo Harbor, Ohio	Harbors on Lake Erie west of Erie, Pa.

F. S. Burrowes, Cleveland, Ohio	6	0	150.00	Cleveland, Ohio	Harbor on Lake Erie west of Erie, Pa.
	6	0	175.00		
John C. Quintus, Buffalo, N. Y.	8	0	166.66	Harbors at Buffalo and Dunkirk, N. Y.; Tonawanda Harbor and Niagara River, N. Y.	Harbors at Buffalo and Dunkirk, N. Y.; Tonawanda Harbor and Niagara River, N. Y.; Niagara River, N. Y.
F. M. Barstow, Burlington, Vt.	4	7½	175.00	Burlington, Vt.; St. Lawrence River, N. Y.	Ogdensburg Harbor, N. Y.; St. Lawrence River, N. Y.; breakwater at Rouse Point, Lake Champlain, N. Y.
Wm. Pierson Judson, Oswego, N. Y.	12	0	175.00	Oswego, N. Y	Harbors at Charlotte, Pultneyville, Great Sodus Bay, Little Sodus Bay, Oswego, and Sacketts Harbor, N. Y.; examinations and surveys.
L. J. Le Conte, Berkeley, Cal	12	0	200.00	San Francisco, Cal	Oakland Harbor, Cal.
F. C. Turner, Oakland, Cal	11	27	150.00	San Diego and San Francisco, Cal	San Diego Harbor, Cal.
L. C. Easton, Los Angeles and San Francisco, Cal.	8	12	150.00	Port Harford and San Francisco, Cal.; Sacramento River, Cal.	San Luis Obispo Harbor, Cal.; Sacramento and Feather rivers, Cal.
H. L. Demeritt, Benicia, Cal	12	0	200.00	Sacramento and San Joaquin rivers, Cal.	Rivers Sacramento, Feather, and San Joaquin, Cal.
D. E. Hughes, Eureka, Cal	12	0	200.00	Humboldt Bay, Cal	Humboldt Harbor and Bay, Cal.
Fredk. D. Browne, Oakland, Cal	10	0	150.00	Sacramento and San Joaquin rivers, Cal.; Cresent City Harbor, Cal.	Sacramento and Feather rivers, Cal.; examinations and surveys.
H. G. Parker, Oakland, Cal	6	26	150.00	Sacramento River, Cal	Sacramento and Feather rivers, Cal.
James S. Polhemus, Empire City, Oreg.	12	0	200.00	Empire City, Oreg	Coos Bay and Harbor, and Coquille River, Oreg.
J. G. Holcombe, Newport, Oreg	12	0	150.00	Yaquina Bay, Oreg	Yaquina Bay, Oreg.
John R. Savage, Portland, Oreg	10	21	150.00	Olympia and La Conner, Wash	Olympia Harbor and Swinomish Slough, Wash.
J. M. Clapp, Portland, Oreg	9	23	150.00	Portland, Oreg., and Hoquiam and South Bend, Wash.	Grays Harbor and Chehalis River, Willapa River and Harbor, and Chehalis River, Wash.; examinations and surveys.
Philip G. Eastwick, Portland, Oreg	10	0	150.00	Portland, Oreg.; Snake River, Idaho; Wenatchee, Wash.	Upper Snake River, Idaho, and Columbia River, Wash., from Rock Island Rapids to Priest Rapids.
Eugene Ricksecker, Seattle, Wash	4	18	150.00	Seattle, Wash.; Hoods Canal, Wash	Waterway connecting Puget Sound with Lakes Union and Washington; examinations and surveys.
C. F. B. Haskell, Wenatchee, Wash	8	8	150.00	Columbia River, Wash	Columbia River, Wash., from Rock Island Rapids to Priest Rapids; examinations and surveys.
David B. Ogden, Tacoma, Wash	9	5	150.00	Portland, Tillamook, and Myrtle Point, Oreg.; Nooksack River, Wash.	Tillamook Bay and Bar, Oreg.; Coquille River, Oreg., between Coquille City and Myrtle Point; examinations and surveys.
Holland W. Baker, Tacoma, Wash	1	1	150.00	Alsea and Nestucca rivers, Oreg	Examinations and surveys.
Joseph G. Kelley, Eugene, Oreg	2	9	150.00	Port Orford, Oreg	Do.
Henry G. Plummer, Seattle, Wash	3	14	100.00	Seattle, Wash	Waterway connecting Puget Sound with lakes Union and Washington.
Arthur H. Dimock, Seattle, Wash	2	27	100.00	do	Do.
G. B. Hegardt, Fort Stevens, Oreg	12	0	200.00	Fort Stevens, Oreg	Mouth of Columbia River, Oreg. and Wash.
George W. Freeman, Portland, Oreg	5	3	175.00	Portland, Oreg	Columbia and Lower Willamette rivers, Oreg. and Wash.; mouth of Columbia River, Oreg. and Wash.; Upper Willamette River at Corvallis, Oreg.; Cowlitz River, Wash.
Robert Warrack, Portland, Oreg	12	0	150.00	do	Columbia River, Wash.; Columbia and Lower Willamette rivers, Oreg. and Wash.
Wm. E. Morris, Cascade Locks, Oreg	12	0	150.00	Cascade Locks, Oreg	Columbia River at Cascades, Oreg.
Olaf R. Pihl, Portland, Oreg	10	0	150.00	Portland and The Dalles, Oreg	Columbia River at Three Mile Rapids; examinations.
J. H. Cunningham, Portland, Oreg	9	4	150.00	Portland, Oreg.; Willamette River, Oreg.	Survey of Willamette River, Oreg., from Portland to Eugene.
R. A. Habersham, Portland, Oreg	2	13	150.00	Portland and Dayton, Oreg	Survey of Yamhill River, Oreg.
Cleveland Rockwell, Portland, Oreg	0	14	150.00	Willamette River, Oreg	Survey of Willamette River, Oreg., from Portland to Eugene.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 131.

OFFICE OF LAND-GRANT COLLEGES IN THE BUREAU OF EDUCATION.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A communication from the Secretary of the Interior, submitting an estimate of an appropriation for the establishment of an office of land-grant colleges in the Bureau of Education.

JANUARY 9, 1896.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
January 8, 1896.

SIR: I have the honor to transmit herewith, for the consideration of Congress, a communication from the Secretary of the Interior of the 2d instant, submitting an estimate of appropriation, $6,000, for the establishment of an office of land-grant colleges in the Bureau of Education, Department of the Interior.

Respectfully, yours,

S. WIKE,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF THE INTERIOR,
BUREAU OF EDUCATION,
Washington, D. C., December 24, 1895.

SIR: I have the honor to acknowledge herewith the receipt by reference from your office of a communication from Henry H. Goodell, chairman of the executive committee of the Association of Agricultural Colleges and Experiment Stations, the same inclosing a resolution of the ninth annual convention of said association to the following effect:

Resolved, That the executive committee be instructed to continue the effort to secure the establishment of an office of land-grant colleges in the Bureau of Education, Department of the Interior, on the lines recommended by this association at the eighth annual convention, approved by the Secretary of the Interior, it being the opinion of this association that the provision made for this purpose by the last Congress is inadequate for such an office as is contemplated in the recommendation of this association to the Secretary of the Interior.

In the resolution adopted by said association at its eighth annual convention, held in 1894, a draft of the bill, stating the amount of the appropriation supposed to be requisite to carry out the plan of the association, was appended, to the following effect:

[Proposed: To be inserted in the legislative, executive, and judicial appropriation bill, Department of the Interior, Bureau of Educatlon, as a new paragraph.]

To enable the Secretary of the Interior to carry out the provisions of the act approved August thirtieth, eighteen hundred and ninety, entitled "An act to apply a portion of the proceeds of the public lands to the more complete endowment and support of the colleges for the benefit of agriculture and the mechanic arts, established under the provisions of an act of Congress approved July second, eighteen hundred and sixty-two," six thousand dollars; and the Secretary of the Interior is hereby authorized to employ such assistants and other persons he may deem necessary and to incur such other expenses in traveling, stationery, and office fixtures as he may find essential in carrying out the objects of the said act.

The amount of $6,000, specified as a proper sum for the salaries of clerks and expenses in traveling and incidentals, seems to me to be a moderate expenditure for the purposes named, and I believe that such a sum would enable this Bureau to investigate the methods of teaching agriculture, and to spread a knowledge of the successful devices discovered in any one college to all the others to such an extent that a considerable body of sound educational practice may become the possession of all the colleges endowed under the acts of 1862 and 1890.

It is unnecessary to say that where millions of dollars have gone from the United States Treasury by the way of endowment it is good economy to send a few thousands of dollars after the larger sums in order to increase the efficiency of that endowment.

In my former communication, in response to your reference of a similar communication of this committee in 1894, I have described in detail the manner in which I think this Bureau may aid the agricultural colleges without in any wise assuming the attitude of supervision, it being understood as a matter of course that the General Government does not wish to undertake, in any respect, the centralized management of educational affairs.

Without assuming the attitude of supervision this Bureau can enter into correspondence with the several agricultural colleges and report the successful devices discovered for teaching agriculture. I have explained in that letter that agriculture has not yet been reduced to such a form as to be taught in progressive lessons in school. While mathematics, language, and science can be so taught, and the mechanic arts can be so taught to a greater or less extent, agriculture has not been reduced to a series of progressive lessons. The agricultural pupil is for the most part put to work on the dry details of chemistry and mineralogy and is not brought down to the practical work of investigating the best methods of raising crops and marketing the same.

I beg leave to mention here an address of mine delivered before the agricultural association on this topic, and to inclose herewith ten copies of the same for the use of the committee.

I have the honor to be, your obedient servant,

W. T. HARRIS, *Commissioner.*

[Indorsement.]

DEPARTMENT OF INTERIOR, *January 2, 1896.*

Approved, and respectfully forwarded through the honorable Secretary of the Treasury, for the favorable consideration of Congress.

HOKE SMITH, *Secretary.*

DEPARTMENT OF THE INTERIOR,
BUREAU OF EDUCATION,
Washington, D. C., December 6, 1894.

SIR: I have the honor to acknowledge the receipt of a preamble and resolutions, together with memoranda in regard to a division of land-grant colleges in the Bureau of Education, proposed by the Association of American Agricultural Colleges and Experiment Stations, referred to me by the Acting Secretary of the Interior for report.

In response to your request I beg leave to offer the following remarks upon the measure proposed with a view to set forth as clearly as may be such features of the resolution as are in harmony with the purposes and present functions of the Bureau of Education.

Briefly stated, the Bureau of Education has been established for the collection and dissemination of information on educational topics with a view to strengthening the local self-government which everywhere prevails in the organization and management of schools, by making accessible to each institution and each individual, the experience of all individuals and institutions, whether domestic or foreign. While it is clear that centralized power which should direct the details of management of the schools of the country would seriously and continually weaken local self-directive power, it is equally clear that a central bureau which collects and digests information regarding the successful and unsuccessful experiments that are in process in different parts of the country, and communicates the same in an intelligible form to the people interested in the work of education, must in the nature of things increase the power of self-help and the wisdom of those who have in hand the management of school interests in the cities and towns of the several States.

The resolution adopted by the Association of American Agricultural Colleges and Experiment Stations recommends that a division be established in the Bureau of Education similar in function to the office of experiment stations in the Department of Agriculture. In the memorandum of arguments in support of the resolution, it enumerates first the fact that to the Bureau of Education has been assigned by the honorable the Secretary of the Interior, the work of supervising the details of the administration of the endowment fund provided by act of Congress approved August 30, 1890, to aid colleges established under the provisions of the act of July 2, 1862.

It is suggested that the successful conduct of the office of experiment stations in the Department of Agriculture proves the usefulness of such a department in the way of increasing the efficiency of the experiment stations endowed by Government, and it compares the same to a "clearing house" which brings together investigators and those seeking the results of their investigation. It is inferred that a similar function may be performed by a division in the Bureau of Education. It mentions, moreover, the aid which such a division might give to the honorable the Secretary of the Interior in the work of supervising the distribution of the annual endowment in accordance with the provisions of the law of August 30, 1890.

I would remark that there is some force in these two points urged, but I think that the true ground for the establishment of such a division as is proposed in the Bureau of Education is to be found in the further argument urged, namely, that such an instrumentality may promote intercommunication between colleges, and collect and digest information as regards the organization, instructors, methods of teaching, and "facilities for instruction" in the broadest sense.

The methods of lines of instruction peculiar to this class of institutions, it must be admitted, have not been thoroughly studied. Neither have they anywhere attained a development at all to compare with the advance of methods in the old branches of instruction, such as are followed in the colleges of arts and letters. The old order of college instruction looked to the preparation of the individual for one of the three learned professions, and it prescribed a stereotyped course of Latin, Greek, and mathematics, with glimpses into the comparatively modern provinces of natural science, recent literature, and history.

The branches of instruction in the old colleges have long since been reduced to a pedagogical form. The studies of Latin, Greek, mathematics, history, geography, grammar, have been so arranged that the lesson that lies nearest to the pupil's mind is placed at the beginning. It is followed by the second lesson which presupposes the first lesson, and builds upon it a third lesson, a fourth lesson, and all the rest. Each subsequent lesson builds on what has gone before and adds some new matter of consideration that is important and useful. It is essential that the first lesson shall be useful and good if no other lesson follows it. This must be true of the first two lessons, the first ten lessons, the first twenty lessons. If the pupil leaves off at any point it is essential that all shall be useful and valuable up to that point. It is a bad method of instruction which obliges the pupil to learn a series of lessons which are nothing in themselves but the mere scaffolding to an important idea by and by to be developed.

In the branches of mechanical industry much has been done to reduce them to a pedagogical form. Within the past ten years cooking schools and manual training schools have discovered the best methods of arranging progressive lessons for teaching their specialties. They have divided and subdivided the steps, until the feebler-minded pupils can easily move forward from one grade of progress to the next.

The study of agriculture, however, is by far the least developed in this matter of pedagogic form. While in importance it has the right to claim the first rank, as an actual fact it falls behind all branches of instruction that belong to mechanical, mining, and mercantile employments. Those who have dealt most with the problem admit the difficulty of the task of making a profitable course of instruction that will educate the youth of rural districts in the best methods of handling crops, raising cattle, market gardening; the best modes of investigating the capacity of soils and the proper treatment needed for the production of the kind of fertility that is required for any particular crop; these and similar matters have thus far been found difficult to teach in progressive lessons of a character that will interest pupils and secure a regular and constant progress in the study.

It must be admitted that the agricultural college, in spite of the great talent engaged in the faculties of instruction and the serious efforts made to solve its peculiar problems, has not yet solved in a satisfactory manner this problem of methods of teaching agriculture. It is certain that there is no question in education so important in the minds of statesmen at present as the question of providing industrial instruction for the masses of the people. Agriculture alone in 1880 employed exactly half of the entire population of the country. Scientific agriculture must be secured by proper education, an education which shall discover and employ a proper pedagogic form, or in other words, a series of well-graded progressive lessons in its instruction.

By the creation of a division in the Bureau of Education devoted to the special study of methods of instruction in the several branches of

agriculture and the mechanic arts I can see that rapid progress may be made in the development of proper forms of instruction in those branches hitherto found too difficult to be treated in the best manner by the teacher or professor in school. Such a division would not conflict with the purpose and function of the Bureau of Education as it has hitherto existed, for it would do nothing in the way of attempting the direction and management of institutions whose direction and management are provided by the States that establish them. It would confine its work to investigating new methods and devices of instruction invented by ingenious and enterprising teachers in the several institutions, which it would publish to the entire profession.

Hence I venture to express the opinion that the sum of $6,000 per annum, appropriated by Congress for the purpose declared in the resolution above named, would prove of inestimable advantage to the entire cause of agricultural and mechanical schools, and go far to increase the efficacy of the large sums of money already invested and hereafter to be invested.

I therefore respectfully recommend that the resolution in question receive your careful attention, and if possible your favorable consideration.

I have the honor to be, very respectfully, your obedient servant,

W. T. HARRIS, *Commissioner.*

The SECRETARY OF THE INTERIOR.

O

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 133.

EXPENDITURES OF THE SMITHSONIAN INSTITUTION.

LETTER

FROM

THE SECRETARY OF THE SMITHSONIAN INSTITUTION,

TRANSMITTING

A detailed statement of expenditures from appropriations committed by Congress to the care of the Smithsonian Institution for the fiscal year ending June 30, 1895.

JANUARY 10, 1896.—Referred to the Committee on Appropriations and ordered to be printed.

SMITHSONIAN INSTITUTION,
Washington, January 9, 1896.

SIR: I have the honor to submit herewith to Congress, in accordance with the provisions in the sundry civil acts of October 2, 1888, and March 5, 1892, a detailed statement of the expenditures for the fiscal year ending June 30, 1895, under the appropriations for "International exchanges," the "National Museum," the "Astrophysical Observatory," the "National Zoological Park," "North American ethnology," etc.

I have the honor to be, your obedient servant,

S. P. LANGLEY, *Secretary.*

Hon. THOMAS B. REED,
Speaker of the House of Representatives.

DETAILED STATEMENT OF EXPENDITURES FROM APPROPRIATIONS COMMITTED BY CONGRESS TO THE CARE OF THE SMITHSONIAN INSTITUTION FOR THE FISCAL YEAR ENDING JUNE 30, 1895, AND FROM BALANCES OF FORMER YEARS.

INTERNATIONAL EXCHANGES.

Receipts.

Appropriated by Congress for the fiscal year ending June 30, 1895, "for expenses of the system of international exchanges between the United States and foreign countries, under the direction of the Smithsonian Institution, including salaries or compensation of all necessary employees." (Sundry civil act, August 18, 1894)..... $17,000.00

Expenditures from July 1, 1894, to June 30, 1895.

Salaries or compensation:		
1 curator, 12 months, at $225		$2,700.00
1 clerk, 12 months, at $120		1,440.00
1 clerk, 12 months, at $160		1,920.00
1 clerk, 12 months, at $75		900.00
1 clerk, 12 months, at $75		900.00
1 clerk, 12 months, at $85		1,020.00
1 clerk, 12 months, at $80		960.00
1 clerk, 12 months, at $65		780.00
1 clerk, 10 months, 22 days, at $45		481.93
1 { clerk, 2 months, 6 days, at $50		109.68
1 { copyist, 87 days, at $1.50		130.50
1 clerk, 1 month, 12 days, at $60		83.23
1 packer, 12 months, at $50		600.00
1 laborer, 313 days, at $1.50		469.50
1 agent, 12 months, at $50		600.00
1 agent, 6 months, at $83.33⅓		500.00
Total salaries or compensation		13,594.84
General expenses:		
Freight	$1,849.91	
Packing boxes	791.28	
Printing	31.60	
Postage	260.00	
Stationery and supplies	470.36	
		3,403.15
Total		16,997.99
Balance July 1, 1895		2.01

Abstract of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from appropriation "International exchanges, 1895," from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Pay roll, salaries	1	$373.00	W. R. Grace & Co., freight	58	$14.59
Washington City post-office, postage	2	20.00	W. C. Winlock, salary	59	225.00
Do	3	20.00	Pay roll, salaries	60	416.50
W. C. Winlock, salary	4	225.00	Mackall Bros. & Flemer, supplies	61	.16
Pay roll, salaries	5	376.00	F. P. May & Co., supplies	62	.25
Do	6	383.20	Herman Baumgarten, supplies	63	.85
W. F. Roberts, stationery	7	6.25	W. F. Roberts, printing	64	28.60
United States Express Co., freight	8	.75	Barber & Co., freight	65	158.90
W. C. Winlock, salary	9	225.00	E. B. Bowling, agent, freight	66	56.85
Pay roll, salaries	10	399.23	W. F. Roberts, supplies	67	19.00
Washington City post-office, postage	11	20.00	Pay roll, salaries	68	416.50
New York Transfer Co., freight	12	2.75	Library Bureau, supplies	69	7.28
Pay roll, salaries	13	397.00	W. F. Roberts, supplies	70	12.25
Washington City post-office, postage	14	20.00	W. C. Winlock, salary	71	225.00
W. C. Winlock, salary	15	225.00	Pay roll, salaries	72	416.50
F. E. Gass, salary	16	12.00	Wm. Wesley & Son, salary	73	300.00
Pay roll, salaries	17	395.50	New York Transfer Co., freight	74	38.25
Norfolk and Washington Steamboat Co., freight	18	9.44	Shoemaker & Bush, supplies	75	12.00
Norton & Son, freight	19	5.50	International Navigation Co., freight	76	15.45
Oelrichs & Co., freight	20	22.78	Baltimore Storage and Lighterage Co., freight	77	5.12
Barber & Co., freight	21	50.01	Thos. Norton & Co., freight	78	28.03
Lunham & Moore, freight	22	9.00	Felix Flügel, salary	79	500.00
R. W. Cameron & Co., freight	23	31.09	Wyckoff, Seamans & Benedict supplies	80	1.70
Shoemaker & Busch, supplies	24	4.88	John C. Parker, stationery	81	1.50
W. R. Grace & Co., freight	25	7.95	Easton & Rupp, supplies	82	5.42
Easton & Rupp, supplies	26	8.50	Pay roll, salaries	83	406.68
Washington City post-office, postage	27	20.00	Baltimore Storage and Lighterage Co., freight	84	9.84
Library Bureau, supplies	28	8.32	Oelrichs & Co., freight	85	6.26
New York Transfer Co., freight	29	10.75	Do	86	9.73
T. G. Milligan, boxes	30	250.00	Lunham & Moore, freight	87	15.63
Pay roll, salaries	31	416.50	W. F. Roberts, supplies	88	3.50
Westcott Express Co., freight	32	3.00	Washington City post-office, postage	89	20.00
Washington City post-office, postage	33	20.00	Leggat Bros., supplies	90	8.40
George Maier, supplies	34	4.00	Oelrichs & Co., freight	91	1.33
New York Transfer Co., freight	35	19.50	Baltimore Storage and Lighterage Co., freight	92	5.12
Westcott Express Co., freight	36	39.71	New York Transfer Co., freight	93	16.35
W. F. Roberts, printing	37	3.00	Geo. W. Knox Express, freight	94	137.52
J. H. Thiemeyer & Co., boxes	38	187.50	Do	95	180.84
Library Bureau, supplies	39	178.62	Do	96	153.84
W. C. Winlock, salary	40	225.00	Do	97	121.45
Pay roll, salaries	41	419.50	Adams Express Co., freight	98	3.60
Washington City post-office, postage	42	30.00	Oelrichs & Co., freight	99	4.83
Chas. T. Carter & Co., supplies	43	5.58	Pay roll, salaries	100	398.50
Pay roll, salaries	44	416.50	W. C. Winlock, salary	101	225.00
Easton & Rupp, supplies	45	1.43	Washington City post-office, postage	102	40.00
J. H. Chesley Co., supplies	46	1.68	Geo. W. Knox Express, freight	103	91.02
Wm. H. Butler, supplies	47	.66	Oelrichs & Co., freight	104	2.99
Judd & Detwiler, stationery	48	5.50	T. G. Milligan, boxes	105	105,78
R. Carter Ballantyne, supplies	49	76.65	Pay roll, salaries	106	395.50
T. S. Buck, supplies	50	3.94	W. R. Grace & Co., freight	107	3.00
Sealer of Weights and Measures, D. C., supplies	51	3.00	W. F. Roberts, supplies	108	4.75
New York Transfer Co., freight	52	55.90	Z. D. Gilman, supplies	109	4.58
Oelrichs & Co., freight	53	32.92	R. C. Ballantyne, supplies	110	6.82
R. W. Cameron & Co., freight	54	12.00	Charles T. Carter, supplies	111	1.80
Lunham & Moore, freight	55	6.88	New York Transfer Co., freight	112	12.40
J. C. Metzger & Co., freight	56	8.03	Baltimore Storage and Lighterage Co., freight	113	5.12
B. Westermann & Co., freight	57	1.25	Washington City post-office, postage	114	20.00

Abstract of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from appropriation "International Exchanges, 1895," etc.—Continued.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
W. C. Winlock, salary	115	$225.00	Oelrichs & Co., freight	144	$16.21
Pay roll, salaries	116	395.50	New York Transfer Co., freight	145	14.25
Washington City post-office, postage	117	10.00	J. H. Thiemeyer & Co., boxes	146	166.00
Adams Express Co., freight	118	10.80	W. C. Winlock, salary	147	225.00
E. G. Tutein, freight	119	11.50	Pay roll, salaries	148	397.00
James Rankine freight	120	3.00	Baltimore Storage and Lighterage Co., freight	149	10.42
R. W. Cameron & Co., freight	121	20.13	Do	150	9.40
International Navigation Co., freight	122	5.15	Do	151	12.32
W. F. Roberts, supplies	123	5.50	Pay roll, salaries	152	422.00
International Navigation Co., freight	124	5.14	Library Bureau, supplies	153	11.44
Pay roll, salaries	125	397.00	Pay roll, salaries	154	446.73
Western Union Telegraph Co., supplies	126	.21	W. C. Winlock, salary	155	225.00
Oelrichs & Co., freight	127	5.26	Washington City post-office, postage	156	20.00
Do	128	5.64	W. R. Grace & Co., freight	157	6.00
Baltimore Storage and Lighterage Co., freight	129	12.81	New York Transfer Co., freight	158	10.85
Library Bureau, supplies	130	34.13	Browning & Middleton, supplies	159	.60
F. P. May & Co., supplies	131	1.82	Wm. H. Butler, supplies	160	.85
Do	132	.32	Pay roll, salaries	161	452.00
New York Transfer Co., freight	133	23.90	Baltimore Storage and Lighterage Co., freight	162	5.20
R. W. Cameron & Co., freight	134	7.20	Olerichs & Co., freight	163	10.62
W. C. Winlock, salary	135	225.00	R. Carter Ballantyne, supplies	164	10.12
Pay roll, salaries	136	397.00	Herman Baumgarten, supplies	165	.85
T. G. Milligan, boxes	137	82.00	Easton & Rupp, supplies	166	.75
Oelrichs & Co., freight	138	4.32	W. F. Roberts, supplies	167	4.50
Geo. W. Knox Express, freight	139	135.79	Pay roll, salaries	168	452.00
Do	140	66.44	W. C. Winlock, salary	169	225.00
International Navigation Co., freight	141	5.14	Wm. Wesley & Son, salaries	170	300.00
Pay roll, salaries	142	397.00	Total disbursements		16,997.99
International Navigation Co., freight	143	5.15	Balance, July 1, 1895		2.01

INTERNATIONAL EXCHANGES, 1894.

Balance as per last report, July 1, 1894 ..... $25.42

Expenditures to June 30, 1895.

Freight 25.32

Balance ..... .10

Abstract of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from July 1, 1894, to June 30, 1895.

To whom paid.	No. of voucher.	Amount.
Barber & Co., freight	93	$25.32
Balance July 1, 1895		.10

INTERNATIONAL EXCHANGES, 1893.

Balance, as per last report, July 1, 1894 ..... $0.44

Balance carried, under the provisions of Revised Statutes, section 3090, by the Treasury Department, to the credit of the surplus fund, June 30, 1895.

NORTH AMERICAN ETHNOLOGY.

Appropriation by Congress for the fiscal year ending June 30, 1895, "for continuing ethnological researches among the American Indians, under the direction of the Smithsonian Institution, including salaries or compensation of necessary employees, $40,000, of which sum not exceeding $1,000 may be used for rent of building." (Sundry civil act, August 18, 1894)	$40,000.00
Balance July 1, 1894, as per last report	5,253.78
Total	45,253.78

The actual conduct of these investigations has been continued by the Secretary in the hands of Maj. J. W. Powell, director of the Bureau of American Ethnology.

Expenditures, July 1, 1894, to June 30, 1895.

Salaries or compensation:

1 director, 12 months, at $375	$4,500.00
1 ethnologist in charge, 1 month, at $275	275.00
1 ethnologist in charge, 3 months, at $250	750.00
1 ethnologist in charge, 8 months, at $262.50	2,100.00
1 ethnologist, 1 month, at $250	250.00
1 ethnologist, 2 months 24 days, at $166.66	462.34
1 special ethnologist, 7 days, at $200	45.16
1 ethnologist, 1 month, at $200	200.00
1 ethnologist, 10 months, at $166.66	1,666.60
1 ethnologist, 2 months 4 days, at $166.66	357.12
1 ethnologist, 5 months, at $141.66	708.30
1 ethnologist, 1 month, at $150	150.00
1 ethnologist, 3 months, at $125	375.00
1 ethnologist, 8 months, at $137.50	1,100.00
1 ethnologist, 1 month, at $150	150.00
1 ethnologist, 11 months, at $125	1,375.00
1 ethnologist, 1 month, at $150	150.00
1 ethnologist, 11 months, at $125	1,375.00
1 ethnologist, 1 month, at $133.33	133.33
1 ethnologist, 11 months, at $110	1,210.00
1 ethnologist, 1 month, at $110	110.00
1 ethnologist, 11 months, at $125	1,375.00
1 ethnologist, 12 months, at $100	1,200.00
1 archeologist, 10 months, at $133.33	1,333.30
1 assistant archeologist, 10 months 15 days, at $100	1,050.00
1 stenographer, 1 month, at $133.33	133.33
1 ethnologist, 3 months, at $125	375.00
1 ethnologist, 8 months, at $133.33	1,066.64
1 clerk, 3 months, at $100	300.00
1 clerk, 1 month, at $100	100.00
1 clerk, 11 months, at $83.33	916.63
1 clerk, 1 month, at $100	100.00
1 clerk, 6 months, at $75	450.00
1 clerk, 1 month, at $100	100.00
1 clerk, 10 months 20 days, at $75	800.00
1 clerk, 11 months, at $75	825.00
1 clerk, 1 month, at $75	75.00
1 clerk, 3 months, at $70	210.00
1 clerk, 1 month 22 days, at $75	133.93
1 clerk, 1 month, at $60	60.00
1 clerk, 2 months 49½ days, at $50	181.12
1 copyist, 1 month, at $70	70.00
1 copyist, 11 months, at $60	660.00
1 copyist, 3 months, at $40	120.00
1 messenger, 11 months, at $50	550.00
1 messenger, 1 month, at $50	50.00
1 messenger, 11 months, at $45	495.00
1 laborer, 2 months 15 days, at $40	100.00
1 skilled laborer, 1 month, at $40	40.00
1 skilled laborer, 11 months, at $35	385.00
1 modeler, 2 months, at $60	120.00
Total salaries or compensation	30,817.80

Miscellaneous:

Drawings	$449.40	
Freight	357.13	
Miscellaneous	372.27	
Office furniture	328.37	
Office rental	999.96	
Publications	604.85	
Specimens	504.37	
Stationery	311.08	
Supplies	979.99	
Traveling and field expenses	3,848.41	
		$8,755.83
		$39,573.63
Balance July 1, 1895		5,680.15

APPROPRIATION, NORTH AMERICAN ETHNOLOGY, SMITHSONIAN INSTITUTION.

Abstract of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Chas. A. Muddiman, supplies	1	$2.75	C. C. Willard, rent	50	$83.33
Robt. Clarke & Co., books	2	2.50	Ella M. Russell, miscellaneous	51	3.87
E. J. Pullman, supplies	3	53.41	United States Electric Lighting Co., miscellaneous	52	1.17
Herman Baumgarten, stationery	4	3.50	W. H. Lowdermilk & Co., books	53	82.35
Z. D. Gilman, supplies	5	10.81	Schulte Publishing Co., books	54	5.00
C. C. Willard, rent	6	83.33	E. J. Pullman, supplies	55	17.65
Chesapeake and Potomac Telephone Co., miscellaneous	7	18.75	Chesapeake and Potomac Telephone Co., miscellaneous	56	18.75
W. E. Stockett & Co., books	8	2.25	Adams Express Co., freight	57	4.70
United States Electric Lighting Co., miscellaneous	9	1.92	Josepha Newcomb, drawings	58	93.15
Geo. W. Knox Express, freight	10	9.85	S. J. Haislett & Co., miscellaneous	59	14.40
Geo. Maier, books	11	2.00	United States Express Co., freight	60	1.35
E. E. Jackson & Co., miscellaneous	12	62.28	Do	61	8.20
W. H. Lowdermilk & Co., books	13	86.80	Adams Express Co., freight	62	2.85
United States Express Co., freight	14	.25	Do	63	1.30
Do	15	1.60	C. S. Braisted, supplies	64	5.73
Adams Express Co., freight	16	23.45	Pay roll, services	65	2,619.98
Pay roll, salaries	17	2,801.65	Cosmos Mindeleff, traveling expenses	66	121.12
J. W. Powell, salary	18	375.00	Do	67	63.10
C. C. Willard, rent	19	83.33	J. E. Hurley, supplies	68	11.03
Geo. W. Knox Express, freight	20	28.88	J. Ivancovich, traveling expenses	69	87.18
L. H. Schneider's Son, supplies	21	4.12	Chas. L. Condit, books	70	10.00
Judd & Detweiler, supplies	22	20.25	Wm. Ballantyne & Sons, stationery	71	1.55
H. M. Bull, supplies	23	2.00	Henry Sherwood, supplies	72	25.00
United States Electric Lighting Co., miscellaneous	24	.46	E. J. Pullman, supplies	73	206.33
Ella M. Russell, miscellaneous	25	3.66	Geo. F. Muth & Co., supplies	74	11.45
Kennedy & Du Perow, supplies	26	10.33	C. C. Willard, rent	75	83.33
Wyckoff, Seamans & Benedict, stationery	27	11.32	Conrad Becker, supplies	76	9.50
Geo. F. Muth & Co., supplies	28	7.59	United States Electric Lighting Co., miscellaneous	77	2.26
Pay roll, salaries	29	2,728.31	Garrick Mallery, services	78	129.02
Wash B. Williams, furniture	30	55.77	Judd & Detweiler, stationery	79	36.00
E. Morrison Paper Co., stationery	31	56.50	E. Morrison Paper Co., stationery	80	33.92
Chas. Scribner's Sons, books	32	5.85	W. H. Lowdermilk & Co., books	81	80.50
W. B. Moses & Sons, furniture	33	10.00	National Press Intelligence Co., supplies	82	9.70
Louis Chisley, freight	34	2.00	Victor Mindeleff, drawings	83	15.00
E. J. Pullman, supplies	35	19.96	Mary M. Mitchell, drawings	84	45.00
Fred A. Schmidt, stationery	36	5.10	The Robt. Clarke Co., books	85	1.00
Z. D. Gilman, supplies	37	1.93	Pay roll, services	86	2,548.31
United States Electric Lighting Co., miscellaneous	38	38	Frank Meserve, services	87	50.45
Annie Davis, books	39	50.00	Wilkin & Whitehouse, supplies	88	133.31
C. C. Willard, rent	40	83.33	Percy N. Collyer, supplies	89	25.00
F. W. Jones, services	41	20.00	Public Printer, supplies	90	4.50
Cosmos Mindeliff, services	42	133.33	Barber & Ross, furniture	91	5.88
Chas. L. Condit, books	43	60.00	L. H. Schneider's Son, supplies	92	11.50
Pay roll, services	44	2,826.64	C. C. Willard, rent	93	83.33
Adams Express Co., freight	45	9.85	W. B. Moses & Sons, furniture	94	12.50
Mary Irvin Wright, drawings	46	102.50	Ella M. Russell, miscellaneous	95	3.09
Chas. Ganlon, books	47	10.20	United States Electric Lighting Co., miscellaneous	96	1.83
Mary B. Chapman, drawings	48	44.00	W. J. McGee, traveling expenses	97	199.90
Francis Wieser, drawings	49	25.00			

Abstract of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from July 1, 1894, to June 30, 1895—Continued.

To whom paid.	Number of voucher.	Amount.
J. M. Berger, traveling expenses	98	$502.33
M. W. Beveridge, supplies	99	4.09
E. W. Woodruff, furniture	100	5.00
W. J. McGee, specimens	101	292.50
Wm. Walker, miscellaneous	102	18.00
Pay roll, services	103	2,558.31
Funk & Wagnalls Co., books	104	5.00
Wells, Fargo & Co. Express, freight	105	15.70
John C. Fay, trustee, supplies	106	.45
James P. Willett, supplies	107	20.00
W. J. McGee, traveling expenses	108	241.91
Robt. L. Boss, furniture	109	45.00
Caleb I. Taylor, miscellaneous	110	3.00
Wm. Dinwiddie, services	111	6.24
J. M. Berger, traveling expenses	112	73.33
Wilkin & Whitehouse, freighting	113	4.00
H. C. Holther, furniture	114	5.00
C. C. Willard, rent	115	83.33
Mary Irvin Wright, drawings	116	67.00
United States Electric Lighting Co., miscellaneous	117	2.62
Kimon Nicolaides, furniture	118	111.04
H. M. Bull, furniture	119	2.50
Wm. Dinwiddie, supplies	120	2.50
Louis Chisley, freight	121	2.25
J. Jay Gould, supplies	122	1.80
Pay roll, services	123	2,574.43
E. Morrison Paper Co., stationery	124	40.60
Wm. E. Stockett & Co., books	125	19.15
E. E. Jackson & Co., miscellaneous	126	23.66
Smith Premier Typewriting Co., supplies	127	31.50
James Mooney, traveling expenses	128	44.50
United States Electric Lighting Co., miscellaneous	129	3.94
W. A. Boyd, books	130	5.00
Funk & Wagnalls Co., books	131	11.50
Kimon Nicolaides, furniture	132	40.88
J. C. Parker, supplies	133	1.25
W. F. Roberts, stationery	134	9.75
C. C. Willard, rent	135	83.33
United States Express Co., freight	136	2.05
Do	137	114.28
Adams Express Co., freight	138	11.31
Western Union Telegraph Co., miscellaneous	139	5.90
Southern R. R. Co., traveling expenses	140	17.50
Z. D. Gilman, supplies	141	15.05
Atlantic and Pacific R. R. Co., traveling expenses	142	56.45
James C. Pilling, traveling expenses	143	58.95
Southern Pacific Co., traveling expenses	144	8.70
Stephenson's Express, freight	145	61.06
Nellie Thomas, drawings	146	18.75
Pay roll, services	147	2,340.45
Mary M. Mitchell, drawings	148	39.00
William Walker, miscellaneous	149	47.25
Caroline Davison, services	150	58.93
United States Electric Lighting Co., miscellaneous	151	1.67
Louisville and Nashville R. R., traveling expenses	152	27.50
Wm. E. Stockett & Co., books	153	5.75
Ella M. Russell, miscellaneous	154	5.25
C. C. Willard, rent	155	83.33
Herman Baumgarten, stationery	156	2.75
F. H. Burlingame, furniture	157	5.50
W. H. Lowdermilk & Co., books	158	74.73
James G. Bowen, traveling expenses	159	14.00
James Mooney, traveling expenses	160	166.65
W. B. Moses & Sons, furniture	161	27.75
Wm. Ballantyne & Sons, stationery	162	$16.69
Woodward & Lothrop, supplies	163	9.70
Kennedy & Du Perow, supplies	164	8.36
Fred. Springmann, freight	165	6.00
James P. Willett, supplies	166	10.00
Wyckoff, Seamans & Benedict, supplies	167	29.25
Judd & Detweiler, stationery	168	43.00
Pay roll, services	169	2,416.65
T. C. Bryan, supplies	169*a*	2.05
Wm. Wesley & Son, books	169*b*	5.90
W. H. Lowdermilk & Co., books	169*c*	33.50
Caroline Davison, services	170	75.00
William Walker, miscellaneous	171	27.00
E. J. Pullman, supplies	172	78.14
Pennsylvania R. R. Co., transportation	173	188.30
N. W. Burchell, supplies	174	1.45
United States Electric Lighting Co., miscellaneous	175	2.11
Chesapeake and Potomac Telephone Co., miscellaneous	176	37.50
W. L. Cullen, miscellaneous	177	26.66
C. C. Willard, rent	178	83.33
Smith Premier Typewriter Co., supplies	179	18.00
Morgan Envelope Co., stationery	180	16.92
National Press Intelligence Co., miscellaneous	181	14.90
Easton & Rupp, stationery	182	22.10
E. Morrison Paper Co., supplies	183	32.05
E. J. Pullman, supplies	184	92.00
Herbert G. Ogden, specimens	185	8.12
Stephenson's Express, freight	186	8.70
Edw. L. Wilson, books	187	4.75
Shoemaker & Busch, supplies	188	2.46
United States Express Co., freight	189	2.35
Adams Express Co., freight	190	10.30
Pay roll, services	191	2,416.65
John C. Parker, stationery	192	6.38
John Wanamaker, books	193	6.45
Z. D. Gilman, supplies	194	20.73
Southern Pacific Co., transportation	195	102.40
Henry Turner, administrator, specimens	196	200.00
G. L. Joy, freight	197	6.00
C. C. Willard, rent	198	83.33
W. L. Cullen, miscellaneous	199	10.00
W. H. Lowdermilk & Co., books	200	24.97
Church & Stephenson, miscellaneous	201	3.04
Geo. F. Muth & Co., supplies	202	3.91
Adams Express Co., freight	203	3.55
Pay roll, services	204	2,233.32
United States Electric Lighting Co., miscellaneous	205	2.53
Kimon Nicolaides, furniture	206	2.50
J. M. Berger, specimens	207	3.75
Stephenson's Express, freight	208	4.25
Western Union Telegraph Co., miscellaneous	209	1.90
J. H. Chesley & Co., supplies	210	1.10
Adams Express Co., freight	211	11.05
J. Walter Fewkes, services	212	45.16
C. C. Willard, rent	213	83.33
United States Electric Lighting Co., miscellaneous	214	2.52
W. F. Roberts, stationery	215	5.00
Pay roll, services	216	1,916.66
Total		37,756.68
Less disallowance in voucher No. 118		.95
Total disbursements by Wm. W. Karr		37,755.73

Abstract of disbursements made by Cosmos Mindeleff, special disbursing agent, from appropriation "North American ethnology, Smithsonian Institution."

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Account.
Jno. R. Hulet, field supplies	1	$28.78	H. B. Crouch, subsistence	31	$9.40
A. & B. Schuster, field supplies	2	52.98	C. N. Colton, subsistence and forage	32	25.72
W. M. Farrell, field supplies	3	5.00	H. M. Warren, field expenses	33	90.00
M. A. Burk, field services	4	6.45	Jno. W. Boehm, field expenses	34	25.00
Thos. V. Kearn, field supplies	5	61.83	Frank Allen, field expenses	35	37.00
Thos. Tobin, field supplies	6	12.75	C. N. Colton, subsistence and forage	36	30.00
Lesser & Sawyer, subsistence	7	11.60	H. M. Warren, field expenses	37	90.00
Krentz & Wolff, subsistence	8	3.45	C. N. Colton, subsistence and forage	38	70.50
R. C. Jacoby, forage	9	18.85	Jesus Garcia, field expenses	39	28.50
M. A. Burk, field expenses	10	33.50	J. R. Wilkin, forage	40	14.25
H. M. Warren, field expenses	11	84.67	Cosmos Mindeleff, field expenses	41	103.80
Riley Casner, subsistence, etc	12	15.75	Jesus Garcia, field expenses	42	53.06
A. R. Owens, forage	13	5.00	H. M. Warren, field expenses	43	136.45
B. Wynns, subsistence	14	6.15	F. J. Coolidge, subsistence	44	30.00
Babbitt Bros., subsistence	15	16.08	Albert White, forage	45	4.98
Jno. Marshall, field expenses	16	14.00	Percy N. Collyer, forage	46	24.87
Wells, Fargo & Co., freight	17	3.35	H. M. Warren, field expenses	47	86.93
Jno. L. Lonsons, forage	18	5.85	Percy N. Collyer, forage	48	20.40
D. F. Fleckinger, subsistence	19	4.70	H. M. Warren, field expenses	49	105.00
H. C. Heffelman, field expenses	20	24.00	Williams & Cooper, subsistence	50	26.87
Jno. McLaws, forage	21	5.00	Robt. L. Sloan, subsistence	51	37.17
Jno. R. Hulet, subsistence, etc	22	58.12	Ed. Thomas, subsistence	52	21.30
A. & B. Schuster, subsistence, etc.	23	13.29	J. R. Young, subsistence	53	13.04
Thos. V. Kearn, subsistence, etc	24	11.48	T. C. Bryan, subsistence	54	27.90
Cosmos Mindeleff, traveling expenses	25	45.25			
H. M. Warren, field expenses	26	90.00	Total disbursements by Cosmos Mindeleff		1,817.90
A. & B. Schuster, subsistence	27	3.40			
Wm. Armbruster, field expenses	28	10.50			
R. C. Creswell, field expenses	29	8.75			
Jno. R. Hulet, subsistence and forage	30	45.23			

SUMMARY.

Total disbursements by William W. Karr	$37,755.73
Total disbursements by Cosmos Mindeleff	1,817.90
Total	39,573.63

NATIONAL MUSEUM.

PRESERVATION OF COLLECTIONS, JULY 1, 1894, TO JUNE 30, 1895.

Receipts.

Appropriation by Congress for the fiscal year ending June 30, 1895, "for continuing the preservation, exhibition, and increase of the collections from the surveying and exploring expeditions of the Government, and from other sources, including salaries or compensation of all necessary employees." (Sundry civil act, August 18, 1894)	$143,000.00

Expenditures.

SALARIES OR COMPENSATION.

Direction:	
1 assistant secretary Smithsonian Institution in charge, 12 months, at $333.33	$3,999.96
Scientific staff:	
1 executive curator, 10 months, at $225, $2,250; 15 days, at $225, $108.87	2,358.87
1 curator, 12 months, at $200	2,400.00
1 curator, 12 months, at $200	2,400.00
1 curator, 12 months, at $200	2,400.00
1 curator, 12 months, at $175	2,100.00
1 curator, 5 months, at $175	875.00
1 curator, 11 months, at $140	1,540.00
1 curator, 8 months, at $100	800.00

Scientific staff—Continued.	
1 assistant curator, 12 months, at $166.66	$1,999.92
1 assistant curator, 12 months, at $150	1,800.00
1 assistant curator, 12 months, at $133.33	1,599.96
1 assistant curator, 12 months, at $125	1,500.00
1 assistant curator, 9 months, at $125	1,125.00
1 assistant curator, 5 days, at $120	19.35
1 assistant curator, 12 months, at $100	1,200.00
1 assistant curator, 4 months, at $70, $280; 8 months, at $80, $640	920.00
1 osteologist, 12 months, at $90	1,080.00
1 collector, 1 month, 16 days, at $60	90.97
1 assistant, 12 months, at $75	900.00
1 aid, 12 months, at $100	1,200.00
1 aid, 12 months, at $80	960.00
1 aid, 12 months, at $50	600.00
1 aid, 3 months, at $40	120.00
1 aid, 8 months, at $40, $320; 3 months, at $30, $90; 9 days, at $30, $8.71	418.71
Preparators:	
1 photographer, 12 months, at $158.33	1,899.96
1 artist, 12 months, at $110	1,320.00
1 preparator, 7 months, at $90, $630; 24 days, at $90, $72	702.00
1 preparator, 12 months, at $80	960.00
1 preparator, 12 months, at $80	960.00
1 preparator, 12 months, at $80	960.00
1 preparator, 11 months, at $60, $660; 1 month, at $62	722.00
1 preparator, 4 months, at $60	240.00
1 preparator, 7 months, at $50, $350; 5 days, at $50, $8.33	358.33
1 taxidermist, 9 months, at $100, $900; 15 days, at $100, $48.39; 24 days, at $100, $77.42	1,025.81
1 taxidermist, 12 months, at $100	1,200.00
1 taxidermist, 12 months, at $90	1,080.00
1 taxidermist, 9 months, at $75, $675; 12½ days, at $75, $30.24; 23½ days, at $75, $58.75; 21 days, at $75, $50.81	814.80
1 taxidermist, 12 months, at $60	720.00
Clerical staff:	
1 chief clerk, 4 months, at $187.50, $750; 8 months, at $200, $1,600	2,350.00
1 editor, 12 months, at $187.50	2,250.00
1 chief of division, 5 months, at $180, $900; 7 months, at $200, $1,400	2,300.00
1 registrar, 12 months, at $158.33	1,899.96
1 disbursing clerk, 7 months, at $100, $700; 5 months, at $116.66, $583.30	1,283.30
1 assistant librarian, 4 months, at $100, $400; 8 months, at $110, $880	1,280.00
1 stenographer, 7 months, at $85, $595; 5 months, at $110, $550	1,145.00
1 stenographer, 1 month, at $60; 21 days, at $60, $42	102.00
1 stenographer, 12½ days, at $60	24.19
1 stenographer, 12 months, at $50	600.00
1 stenographer, 2 days, at $50	3.33
1 stenographer, 6 months, at $45, $270; 11 days, at $45, $15.97	285.97
1 typewriter, 12 months, at $50	600.00
1 typewriter, 207 days, at $1.50, $310.50; 11 days, at $1.25, $13.75	324.25
1 clerk, 3 months, at $125, $375; 8 months, at $80, $640; 25 days, at $80, $66.67	1,081.67
1 clerk, 12 months, at $115	1,380.00
1 clerk, 12 months, at $115	1,380.00
1 clerk, 12 months, at $100	1,200.00
1 clerk, 12 months, at $100	1,200.00
1 clerk, 4 months, at $90, $360; 8 months, at $100, $800	1,160.00
1 clerk, 3 months, at $100, $300; 22 days, at $100, $73.33; 15 days, at $100, $50; 15 days, at $100, $50	473.33
1 clerk, 7 months, at $90, $630; 1 month, at $100	730.00
1 clerk, 12 months, at $90	1,080.00
1 clerk, 9 months, at $75, $675; 3 months, at $90, $270	945.00
1 clerk, 12 months, at $83.33	999.96
1 clerk, 1 month	80.00
1 clerk, 1 month, at $75, $75; 10 days, at $75, $24.19	99.19
1 clerk, 12 months, at $70	840.00
1 clerk, 12 months, at $60	720.00
1 clerk, 12 months, at $60	720.00
1 clerk, 5 months, at $60	300.00

Clerical staff—Continued.	
1 clerk, 4 months, at $60	$240.00
1 clerk, 19 days, at $60, $38; 8 days, at $60, $15.48	53.48
1 clerk, 4 months, at $50, 200; 8 months, at $60, 480	680.00
1 clerk, 12 months, at $55	660.00
1 clerk, 12 months, at $55	660.00
1 clerk, 12 months, at $55	660.00
1 clerk, 12 months, at $50	600.00
1 clerk, 12 months, at $50	600.00
1 clerk, 8 months, at $50	400.00
1 clerk, 12 months, at $55	660.00
1 clerk, 12 months, at $50	600.00
1 clerk, 8 months, at $50, $400; 16 days, at $50, $25.81; 14 days, at $50, $22.58	448.39
1 copyist, 12 months, at $45	540.00
1 copyist, 12 months, at $40	480.00
1 copyist, 12 months, at $40	480.00
1 copyist, 12 months, at $40	480.00
1 copyist, 12 months, at $40	480.00
1 copyist, 7 months, at $40	280.00
1 copyist, 4 months, at $30, $120; 1 month, at $40, $40; 15 days, at $40, $19.35	179.35
1 copyist, 12 months, at $35	420.00
1 copyist, 12 months, at $35	420.00
1 copyist, 12 months, at $35	420.00
1 copyist, 4 months, at $20, $80; 8 months at $35, $280	360.00
1 copyist, 12 months, at $30	360.00
1 copyist, 12 months, at $30	360.00
Buildings and labor:	
1 superintendent of building, 12 months, at $137.50	1,650.00
1 assistant superintendent of building, 12 months, at $100	1,200.00
1 foreman, 12 months, at $50	600.00
1 chief of watch, 12 months, at $65	780.00
1 chief of watch, 12 months, at $65	780.00
1 watchman, 12 months, at $65	780.00
1 watchman, 12 months, at $50	600.00
1 watchman, 12 months, at $50	600.00
1 watchman, 12 months, at $50	600.00
1 watchman, 12 months, at $50	600.00
1 watchman, 12 months, at $50	600.00
1 watchman, 12 months, at $50	600.00
1 watchman, 12 months, at $50	600.00
1 watchman, 12 months, at $50	600.00
1 watchman, 11 months, at $50, $550; 28 days, at $50, $46.67	596.67
1 watchman, 3 months, at $50, $150; 21 days, at $50, $33.87; 23 days, at $50, $38.33; 12 days, at $50, $19.35	241.55
1 watchman, 3 months, at $50	150.00
1 watchman, 2 months, at $50	100.00
1 watchman, 1 month, at $50, $50; 15 days, at $50, $24.19	74.19
1 watchman, 12 months, at $45	540.00
1 watchman, 12 months, at $45	540.00
1 watchman, 12 months, at $45	540.00
1 watchman, 12 months, at $45	540.00
1 watchman, 12 months, at $45	540.00
1 watchman, 10 months, at $45, $450; 23 days, at $45, $34.84	484.84
1 watchman, 12 months, at $40	480.00
1 watchman, 11 months, at $40, $440; 17 days, at $40, $21.94	461.94
1 watchman, 4 months, at $40, 160; 15 days, at $40, $19.35; 29 days, at $40, $38.67	218.02
1 watchman, 1 month, at $40	40.00
1 watchman, 29 days, at $40	37.42
1 watchman, 6 months, at $35	210.00
1 skilled laborer, 12 months, at $52	624.00
1 skilled laborer, 5 months, at $50, $250; 10½ days, at $50, $16.94; 17 days, at $50, $28.33	295.27
1 skilled laborer, 12 months, at $45	540.00
1 skilled laborer, 50 days, at $3	150.00
1 skilled laborer, 165½ days, at $2	331.00
1 skilled laborer, 155 days, at $1.75	271.25

Buildings and labor—Continued.	
1 laborer, 12 months, at $60	$720.00
1 laborer, 9 months, at $45, $405; 1 month, at $49.50, $49.50; 1 month, at $46.50, $46.50; 1 month, at $48, $48	549.00
1 laborer, 9 months, at $40, $360; 1 month, at $44.50, $44.50; 2 months, at $46, $92	496.50
1 laborer, 4 months, at $40, $160; 1 month, at $41.50, $41.50; 23 days, at $40, $30.67; 21 days, at $40, $27.10; 29½ days, at $40, $39.33	298.60
1 laborer, 12 months, at $40	480.00
1 laborer, 12 months, at $40	480.00
1 laborer, 12 months, at $40	480.00
1 laborer, 12 months, at $40	480.00
1 laborer, 12 months, at $40	480.00
1 laborer, 11 months, at $40, $440; 25 days, at $40, $32.26	472.26
1 laborer, 11 months, at $40, $440; 16 days, at $40, $22.86	462.86
1 laborer, 3 months, at $40	120.00
1 laborer, 333 days, at $1.50	499.50
1 laborer, 331 days, at $1.50	496.50
1 laborer, 317 days, at $1.50	475.50
1 laborer, 313 days, at $1.50	469.50
1 laborer, 313 days, at $1.50	469.50
1 laborer, 312 days, at $1.50	468.00
1 laborer, 312 days, at $1.50	468.00
1 laborer, 312 days, at $1.50	468.00
1 laborer, 312 days, at $1.50	468.00
1 laborer, 285¾ days, at $1.50	428.63
1 laborer, 283 days, at $1.50	424.50
1 laborer, 261½ days, at $1.50	392.25
1 laborer, 260½ days, at $1.50	390.75
1 laborer, 241¾ days, at $1.50	362.63
1 laborer, 241 days, at $1.50	361.50
1 laborer, 224 days, at $1.50	336.00
1 laborer, 175 days, at $1.50	262.50
1 laborer, 115 days, at $1.50	172.50
1 laborer, 83 days, at $1.50	124.50
1 laborer, 36 days, at $1.50	54.00
1 laborer, 10¾ days, at $1.50	16.13
1 laborer, 10¾ days, at $1.50	16.13
1 laborer, 10¾ days, at $1.50	16.13
1 laborer, 10¾ days, at $1.50	16.13
1 laborer, 10 days, at $1.50	15.00
1 laborer, 10 days, at $1.50	15.00
1 laborer, 9 days, at $1.50	13.50
1 laborer, 8¾ days, at $1.50	13.13
1 laborer, 6 days, at $1.50	9.00
1 laborer, 3 days, at $1.50	4.50
1 laborer, 48 hours, at 18¾ cents	9.00
1 laborer, 48 hours, at 18¾ cents	9.00
1 messenger, 8 months, at $50	400.00
1 messenger, 1 month, at $45, $45; 4 days, at $45, $5.81	50.81
1 messenger, 12 months, at $30	360.00
1 messenger, 12 months, at $30	360.00
1 messenger, 4 months, at $20, $80; 8 months, at $25, $200	280.00
1 messenger, 4 months, at $25	100.00
1 messenger, 12 months, at $20	240.00
1 messenger, 8 months, at $20, $160; 16 days, at $20, $10.32	170.32
1 messenger, 15 days, at $20, $10; 18 days, at $20, $11.61	21.61
1 messenger, 8 months, at $15, $120; 17 days, at $15, $8.23	128.23
1 messenger, 7 months, at $15, $105; 12 days, at $15, $6	111.00
1 messenger, 4 months, at $15	60.00
1 attendant, 12 months, at $40	480.00
1 cleaner, 11 months, at $30, $330.00; 29 days, at $30, $29	359.00
1 cleaner, 12 months, at $30	360.00
1 cleaner, 12 months, at $30	360.00
1 cleaner, 12 months, at $30	360.00
1 cleaner, 312 days, at $1	312.00
1 cleaner, 310 days, at $1	310.00
Total salaries	126,142.26
Special services	3,381.24
Total services	129,523.50

Miscellaneous—		
Supplies	$2,276.56	
Stationery	811.62	
Specimens	2,367.14	
Books and periodicals	1,014.68	
Travel	585.64	
Freight and cartage	1,469.98	
		$8,525.62
Total expenditure		138,049.12
Balance, July 1, 1895, to meet outstanding liabilities		4,950.88

APPROPRIATION, PRESERVATION OF COLLECTIONS, NATIONAL MUSEUM, 1895.

Abstract of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
A. H. Baldwin, special services	1	$131.07	Andrew Renz, special services	55	$2.00
F. H. Knowlton, services	2	19.35	W. C. Newton, special services	56	4.25
G. Brown Goode, services	3	333.33	New York Engraving and Printing Co., special services	57	4.00
Joseph Mace, freight	4	75.00	T. F. Lamb, specimens	58	40.00
Pay roll, services	5	9,560.36	A. H. Baldwin, special services	59	33.75
K. J. Bush, services	6	80.00	Wm. E. Stevens, specimens	60	12.00
S. R. Koehler, services	7	100.00	S. R. Koehler, services	61	100.00
W. A. Swan, special services	8	3.50	J. C. Larigey, special services	62	44.00
G. Baur, special services	9	95.00	J. Edward Webster, services	63	13.13
A. de Vecchj, specimens	10	50.00	Edw. Goodfellow, books	64	10.00
Wm. E. Stockett & Co., special services	11	1.50	A. H. Baldwin, special services	65	4.00
Columbia Railway Co., supplies	12	10.50	Do	66	70.48
Dexter & Co., special services	13	4.90	M. J. Scollick, special services	67	30.00
H. H. & C. S. Brimley, specimens	14	2.40	M. Payne, special services	68	10.00
C. Itschner, special services	15	30.00	Percy E. Budlong, services	69	15.48
A. H. Baldwin, special services	16	2.00	Shoemaker & Busch, supplies	70	81.19
Do	17	10.00	Willis & Clements, supplies	71	27.00
Do	18	12.00	C. Itschner, special services	72	50.00
MacKellar, Smiths & Jordan's foundry, special services	19	4.75	Mary M. Hildebrant, special services	73	59.00
Gustav E. Stechert, books	20	1.00	N. A. McDonald, specimens	74	12.00
United States Express Co., freight	21	7.30	B. Westermann & Co., books	75	2.00
Do	22	9.48	Geo. W. Knox Express, freight	76	14.81
Pay roll, services	23	9,536.31	United States Express Co., freight	77	36.79
G. Brown Goode, services	24	333.33	Adams Express Co., freight	78	11.65
Joseph Mace, freight	25	75.00	John L. Ridgway, specimens	79	25.00
The Hygienic Ice Co., supplies	26	30.84	Leggat Bros., books	80	4.03
S. R. Koehler, services	27	100.00	W. H. Veerhoff, supplies	81	195.75
A. H. Baldwin, special services	28	98.24	M. J. Rathbun, travel	82	43.35
Rollo H. Beck, specimens	29	10.00	Chas. Schuchert, travel	83	23.95
W. F. Roberts, supplies	30	85.50	Joseph Mace, freight	84	75.00
Mary M. Hildebrant, special services	31	50.00	G. Brown Goode, services	85	333.33
A. H. Baldwin, special services	32	1.50	Pay roll, services	86	9,846.14
M. Payne, special services	33	25.00	S. R. Koehler, services	87	100.00
E. C. Elmore, special services	34	5.00	John Simms, special services	88	14.56
Wm. Lucas, services	35	3.00	T. D. Reed, books	89	7.00
M. J. Scollick, special services	36	90.00	Church & Stephenson, supplies	90	3.00
Wm. P. Hayden, specimens	37	15.00	H. Baumgarten, stationery	91	14.85
O. T. Mason, travel	38	7.70	John Petrie, services	92	24.19
Robt. L. Stone, services	39	10.00	M. J. Scollick, special services	93	30.00
Adams Express Co., freight	40	7.05	M. Payne, special services	94	10.00
F. A. Lucas, travel	41	2.00	E. J. Pullman, supplies	95	43.89
Wm. Evarts Benjamin, books	42	25.50	Geo. F. Muth & Co., supplies, $8.56; stationery, $2.40	96	10.96
Dexter & Co., special services	43	4.80	Walter F. Webb, specimens	97	44.00
A. H. Baldwin, special services	44	28.50	Sydney Mather, services	98	3.33
G. Brown Goode, services	45	333.33	F. Abraham & Son, specimens	99	25.00
Joseph Mace, freight	46	75.00	Henry Lindenmeyer & Sons, supplies	100	24.38
Pay roll, services	47	9,529.23	K. J. Bush, special services	101	79.00
Pullman's Palace Car Co., travel	48	5.00	C. A. Faust, supplies	102	2.25
Richard Kuy & Co., specimens	49	5.80	W. F. Roberts, stationery	103	50.00
Chas. Scribner's Sons, books	50	10.14	Chas. L. Condit, books	104	10.00
Davies, Turner & Co., freight	51	.25	A. H. Baldwin, special services	105	29.38
Henry Romeike, books	52	5.00	Frank Burns, travel	106	46.85
Geo. L. English & Co., specimens	53	41.85	G. Brown Goode, services	107	333.33
Gustav E. Stechert, books	54	13.75			

Abstract of disbursements made by William W. Karr, disbursing clerk, etc.—Continued.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Joseph Mace, freight	108	$75.00	James T. White & Co., books	178	$10.00
Pay roll, services	109	10,112.98	Edw. Hill's Son & Co., specimens	179	2.90
S. R. Koehler, services	110	100.00	A. H. Baldwin, special services	180	26.60
Anna L. Brown, special services	111	100.00	R. I. Geare, services	181	20,00
Eimer & Amend, supplies	112	65.28	Charles Schuchert, special services, $34.75; travel, $123.92; supplies, $7.82	182	166.49
Tazo Takayanagi, specimens	113	18.00	M. Payne, special services	183	14.00
J. H. Chesley & Co., supplies	114	1.00	Mabel Bradford, special services	184	54.00
T. S. Buck, stationery	115	1.62	M. J. Scollick, special services	185	30.00
Morgan Envelope Co., stationery	116	16.25	K. J. Bush, special services	186	61.00
Bausch and Lomb Optical Co., supplies	117	8.50	Robert Mayer & Co., supplies	187	2.50
W. H. Lowdermilk & Co., books	118	36.50	Julius Lansburgh Furniture and Carpet Co., supplies	188	36.00
Eastman Kodak Co., supplies	119	15.65	David Bruce, specimens	189	25.00
Wyckoff, Seamans & Benedict, special services	120	79.00	O. T. Mason, travel	190	3.05
James H. McGill, supplies	121	5.60	W. B. Sherwood, special services	191	45.00
Henry Romeike, books	122	10.00	John C. Parker, supplies, $24.45; stationery, $7.95	192	32.40
Dexter & Co., special services	123	8.46	Mary M. Hildebrandt, special services	193	50.00
Stephenson's express, freight	124	6.95	Fred. A. Schmidt, supplies	194	16.67
W. D. C. Hodges, books	125	.40	E. Morrison Paper Co., supplies, $65.49; special services, 75 cents; stationery, $70.45	195	136.69
Pullman's Palace Car Co., travel	126	2.00	Mackall Bros. & Flemer, supplies	196	10.75
Theo. N. Gill, books	127	4.59	Wyckoff, Seamans & Benedict, special services	197	17.05
H. H. & C. S. Brimley, specimens	128	9.05	Dexter & Co., special services	198	8.90
S. Raymond Roberts, books	129	10.00	The Hygienic Ice Co., supplies	199	89.97
Baltimore and Ohio R. R. Co., travel	130	17.00	M. W. Beveridge, supplies	200	2.95
Richard Kny & Co., specimens	131	12.00	Adams Express Co., freight	201	41.12
W. L. Richmond, special services	132	23.10	Shoemaker & Busch, supplies	202	57.67
Fauth & Co., special services	133	15.00	Arthur W. Robson, freight	203	14.98
C. Itschner, special services	134	33.00	Pullman's Palace Car Co., travel	204	5.00
The Columbia Phonograph Co., special services	135	92.50	H. H. & C. S. Brimley, specimens	205	6.60
Ward's Natural Science Establishment, specimens	136	31.15	Daniel Appleton & Co., books	206	1.32
Pennsylvania R. R. Co., travel	137	8.75	Leggat Bros., books	207	6.23
A. K. Williams, books	138	1.50	Mutual District Messenger Co., special services	208	3.70
Macmillan & Co., books	139	8.63	Dennison Manufacturing Co., supplies	209	5.00
Z. D. Gilman, supplies	140	9.77	Asa L. Shipman's Sons, supplies	210	18.00
Wm. E. Stockett & Co., special servicss, $1.50; stationery, $14	141	15.50	S. F. Hayward & Co., supplies	211	16.00
Mutual District Messenger Co., special services	142	.90	Brentanos, stationery	212	.25
T. E. Willard, services	143	8.33	Oscar Schleichert, specimens	213	5.00
A. H. Baldwin, special services	144	10.00	W. Andrew Boyd, books	214	20.00
Mary M. Hildebrant, special services	145	50.00	Baltimore and Ohio R. R., travel	215	17.50
Russell J. Thompson, services	146	19.35	Geo. W. Knox Express, freight	216	5.30
Mabel Bradford, special services	147	10.00	Do	217	16.39
Comstock Publishing Co., books	148	5.00	F. A. Schneider, supplies	218	2.00
The Norris Peters Co., supplies	149	40.00	G. E. Stechert, books	219	67.00
K. J. Bush, special services	150	73.50	C. G. Sloan & Co., books	220	123.30
C. M. Furman, jr., specimens	151	10.00	F. P. May & Co., supplies	221	20.40
Walter Hough, travel	152	2.00	W. C. Newton & Co., supplies	222	18.38
W. E. Scollick, special services	153	20.00	Holmes & Co., supplies	223	1.15
M. J. Scollick, special services	154	30.00	T. S. Buck, stationery	224	.80
M. Payne, special services	155	12.00	Willis & Clements, supplies	225	18.00
Henry Romeike, books	156	5.00	John Akhurst, supplies	226	6.25
George F. Muth & Co., stationery, $4.32; supplies, $14.70	157	19.02	D. W. Walford, supplies	227	1.25
Wm. Wagner, supplies	158	4.95	Seaton Perry, supplies	228	4.75
W. M. Galt & Co, supplies	159	.86	Macmillan & Co., books	229	4.05
E. J. Pullman, supplies	160	86.37	Franklin & Co., supplies	230	4.00
Eimer & Amend	161	6.75	Conrad Becker, supplies	231	6.00
R. Carter Ballantyne, stationery	162	257.42	Maurice Joyce Engraving Co., special services	232	2.50
Herdic Phaeton Co., special services	163	10.20	Herdic Phaeton Co., special services	233	8.65
J. B. England, services	164	19.35	Geo. P. Merrill, special services	234	3.60
James E. Benedict, travel, $37.18; supplies, $22.29	165	59.47	Geo. P. Merrill, travel, $33.44; supplies, 40 cents	235	33.84
C. P. Williams, supplies	166	10.50	G. B. Goode, services	236	333.33
Joseph Mace, freight	167	75.00	Joseph Mace, freight	237	75.00
G. Brown Goode, services	168	333.33	S. R. Koehler, services	238	100.00
Pay roll, services	169	10,119.11	Pay roll, services	239	10,417.56
S. R. Koehler, services	170	100.00	J. C. McConnell, specimens	240	102.00
F. W. Leutze, specimens	171	10.00	Garrett Droppers, specimens	241	45.00
A. Storrs & Bement Co., supplies	172	50.00	Ward's Natural Science Establishment, specimens	242	9.00
V. G. Fischer Art Co., specimens	173	10.00	Queen & Co., supplies	243	1.40
Leather Stocking Binding Co., supplies	174	.35	Pennsylvania R. R. Co., travel	244	8.00
Davies, Turner & Co., freight	175	.25			
J. N. Decker, specimens	176	65.00			
F. von Iterson, special services	177	8.00			

Abstract of disbursements made by William W. Karr, disbursing clerk, etc.—Continued.

To whom paid.	Number of voucher.	Amount.
Walter F. Webb, specimens	245	$39.50
J. H. Kuehling, supplies	246	2.45
Kirke B. Mathes, specimens	247	3.05
Wirt Robinson, specimens	248	55.00
E. Morrison Paper Co., supplies, $5; stationery, $32.75	249	37.75
R. Carter Ballantyne, stationery	250	52.43
Easton & Rupp, stationery	251	89.63
M. Payne, special services	252	12.00
N. A. Calkins, books	253	2.00
United States Express Co., freight	254	7.25
James H. McGill, supplies	255	6.00
E. J. Pullmann, supplies	256	13.50
Mutual District Messenger Co., special services	257	3.05
A. E. McConnell, specimens	258	24.15
Shoemaker & Busch, supplies	259	81.52
M. J. Scollick, special services	260	30.00
W. B. Sherwood, special services	261	40.00
Melville Lindsay, supplies	262	24.03
Jas. L. Barbour & Son, supplies	263	9.94
Lansburgh & Bro., supplies	264	39.56
J. S. Van Antwerp, supplies	265	1.00
Chas. H. Pleasants, supplies	266	8.17
Jas. H. McGill, supplies	267	5.25
C. Itschner, special services	268	34.60
R. L. Packard, special services	269	75.00
Walker Weaver, special services	270	4.00
Library Bureau, supplies	271	10.30
Mary M. Hildebrant, special services	272	50.00
J. Baumgarten & Son, stationery	273	5.35
Wm. Wesley & Son, books	274	172.41
David Nutt, books	275	13.53
Edw. Gerrard, specimens	276	10.70
Joseph Mace, freight	277	75.00
S. R. Koehler, services	278	100.00
G. Brown Goode, services	279	333.33
Pay roll, services	280	10,530.25
A. H. Baldwin, special services	281	18.20
Church & Stephenson, supplies	282	3.00
K. J. Bush, special services	283	75.00
Henry Evans, supplies	284	1.00
New York, New Haven and Hartford R. R. Co, travel	285	8.35
W. M. Galt & Co, supplies	286	.86
F. A. Tschiffely, supplies	287	6.62
F. P. May & Co., supplies	288	9.94
J. H. Chesley & Co., supplies	289	6.12
Woodward & Lothrop, supplies	290	3.10
Frank Burns, supplies	291	1.70
C. R. Orcutt, specimens	292	10.00
Geo. F. Muth & Co., supplies	293	35.07
Z. D. Gilman, supplies	294	25.48
Puritan Publishing Co., books	295	2.75
H. H. & C. S. Brimley, specimens	296	11.00
Macmillan & Co., books	297	2.34
David W. Cleaver, supplies	298	3.00
J. N. Rose, books	299	1.00
Baker & Adamson, supplies	300	1.50
Philip Jaisohn, special services	301	9.00
H. C. Davison & Co., stationery	302	24.00
Geo. W. Knox Express, freight	303	180.05
Adams Express Co., freight	304	50.00
United States Express Co., freight	305	29.15
Dexter & Co., special services	306	4.72
S. Raymond Roberts, books	307	10.00
Sam'l Springmann, freight	308	.50
Chas. K. Worthen, specimens	309	12.08
The American Press Information Bureau, books	310	11.00
M. Payne, special services	311	12.00
M. J. Scollick, special services	312	30.00
Franz Boas, specimens	313	259.00
Peter Henderson & Co., supplies	314	1.50
W. C. Newton & Co., special services	315	3.90
K. J. Bush, special services	316	70.00
Samuel B. Dean, specimens	317	104.00
R. D. L. Mohun, specimens	318	500.00
Willis & Clements, supplies	319	18.00
W. H. Lowdermilk & Co., books	320	$5.62
Frank B. Armstrong, specimens	321	9.30
Do	322	6.90
H. H. & C. S. Brimley, specimens	323	3.00
J. L. Johnson, specimens	324	5.00
C. P. Williams, supplies	325	10.50
C. Itschner, special services	326	66.75
A. E. McConnell, specimens	327	12.76
James Garland, special services	328	8.00
Joseph Mace, freight	329	75.00
G. Brown Goode, services	330	333.33
Pay roll, services	331	10,406.14
G. A. Whitaker, stationery	332	6.00
Mary M. Hildebrant, special services	333	50.00
Emile Deyrolle, specimens	334	93.69
A. E. McConnell, specimens	335	21.00
J. Frank Eline, supplies	336	10.40
Easton & Rupp, stationery	337	14.95
Herman Baumgarten, stationery	338	14.50
J. J. Gould, stationery	339	.28
E. J. Pullman, stationery	340	44.09
Woodward & Lothrop, stationery	341	30.00
John C. Parker, supplies, $20; stationery, $2	342	22.00
Cambridge Botanical Supply Co., supplies	343	2.08
Wyckoff, Seamans & Benedict, supplies, $92.25; stationery, $10	344	102.25
Library Bureau, supplies	345	9.49
M. J. Scollick, special services	346	30.00
K. J. Bush, special services	347	78.50
James E. Benedict, travel, $33.04; supplies, $31.47	348	64.51
The Columbian Novelty Co., supplies	349	4.50
M. Payne, special services	350	15.00
R. L. Packard, special services	351	40.00
W. B. Sherwood, special services	352	85.00
Brehme & Stengele, supplies	353	17.00
P. L. Cayton, specimens	354	5.00
R. L. Packard, special services	355	75.00
Joseph Mace, freight	356	75.00
G. Brown Goode, services	357	333.33
Pay roll, services	358	10,573.64
George F. Muth & Co., supplies	359	9.02
E. Morrison Paper Co., supplies, $81.80; stationery, $32.20	360	114.00
R. Carter Ballantyne, stationery	361	50.15
Lansburgh & Bro., supplies	362	10.00
W. C. Newton & Co., supplies	363	5.80
G. W. Robertson, specimens	364	2.00
M. Jasper, services	365	9.00
E. Jasper, services	366	9.00
Z. D. Gilman, supplies	367	11.59
Joseph H. Frisk, supplies	368	.50
Andrew Renz, special services	369	2.00
Dexter & Co., special services	370	9.14
H. Baumgarten., special services	371	1.50
Wyckoff, Seamans & Benedict., special services	372	.70
Fauth & Co., special services	373	2.50
F. P. May & Co., supplies	374	9.00
T. D. Reed, books	375	7.00
Eimer & Amend, supplies	376	7.04
Dennison Manufacturing Co., supplies	377	3.00
E. B. Johnston, books	378	2.00
Edward S. Schmidt, specimens	379	1.50
F. A. Ober, specimens	380	25.00
Shoemaker & Busch, supplies	381	79.81
A. E. McConnell, specimens	382	94.50
C. J. Maynard, specimens	383	8.00
H. H. & C. S. Brimley, specimens	384	8.00
Ward's Natural Science Establishment, special services	385	3.00
A. J. Norris, specimens	386	25.00
David White, travel, $74.95; supplies, $7.08; special services, $107.36	387	189.39
Geo. L. English & Co., specimens	388	10.75

Abstract of disbursements made by William W. Karr, disbursing clerk, etc.—Continued.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
M. Payne, special services	389	$15.00	Adams Express Co., freight	420	$32.16
H. B. Lane, specimens	390	13.00	United States Express Co., freight	421	66.70
F. W. True, services	391	108.87	Easton & Rupp, stationery	422	22.80
J. Schultzbach, specimens	392	16.00	Henry H. Brown, supplies	423	13.05
James E. Benedict, travel, $82.61; supplies, $4.30	393	86.91	Lansburgh & Bro., supplies	424	62.43
Wm. J. Fisher, specimens	394	106.00	Mary M. Hildebrant, special services	425	50.00
M. J. Scollick, special services	395	30.00	Jno. A. Brashear, special services	426	12.83
K. J. Bush, special services	396	62.00	Edwin C. Atkinson, specimens	427	1.45
A. H. Baldwin, special services	397	5.00	A. Ziegler, specimens	428	81.40
Geo. F. Breninger, specimens	398	12.00	Jos. Mace, freight	429	75.00
T. R. Sorin, specimens	399	7.00	G. Brown Goode, services	430	333.30
F. B. Armstrong, specimens	400	13.50	Pay roll, services	431	10,189.53
American Press Information Bureau, books	401	10.00	James Garland, special services	432	8.00
J. Frank Eline, supplies	402	15.90	Baltimore & Ohio R. R. Co., freight	433	.72
Mutual District Messenger Co., special services	403	5.80	Eastman Kodak Co., supplies	434	12.66
W. H. Lowdermilk & Co., books	404	61.25	Mrs. U. B. White, specimens	435	65.00
J. H. Chesley & Co., supplies	405	3.46	A. E. McConnell, special services	436	18.00
Jas. L. Barbour & Sons, supplies	406	2.88	W. E. Scollick, special services	437	20.00
Robt. Low & Co., special services	407	2.85	M. J. Scollick, special services	438	30.00
Merchants' Dispatch Transfer Co., freight	408	8.07	K. J. Bush, special services	439	66.00
H. H. & C. S. Brimley, specimens	409	4.60	Goldsmith B. West, specimens	440	10.00
People's Dispatch Co., freight	410	3.85	J. W. Collins, books	441	250.00
Church & Stephenson, supplies	411	5.50	G. Brown Goode, services	442	333.33
Jas. F. Oyster, supplies	412	2.40	Jos. Mace, freight	443	75.00
R. Carter Ballantyne, stationery	413	13.55	Pay roll, services	444	10,158.66
Herman Baumgarten, stationery	414	1.00	Jos. Sansom, specimes	445	25.06
Fred. A. Schmidt, supplies	415	2.03	Stazione Zoologica, books	446	61.84
Geo. F. Muth & Co., supplies	416	4.95	Claflin Optical Co., supplies	447	6.75
U. S. Mailing Case Co., supplies	417	3.30	S. R. Koehler, supplies	448	1.25
Z. D. Gilman, supplies	418	22.76	Walter F. Webb, specimens	449	8.50
Geo. W. Knox Express, freight	419	19.21	Total disbursments		138,049.12
			Balance July 1, 1895		4,950.88

NATIONAL MUSEUM.—FURNITURE AND FIXTURES, JULY 1, 1894, TO JUNE 30, 1895.

Receipts.

Appropriation by Congress for the fiscal year ending June 30, 1895, "for cases, furniture, fixtures, and appliances required for the exhibition and safe-keeping of the collections of the National Museum, including salaries or compensation of all necessary employees. (Sundry civil act, August 18, 1894)	$10,000.00

Expenditures.

Salaries or compensation:		
1 cabinetmaker, 306 days, at $3		918.00
1 carpenter, 312 days, at $3		936.00
1 carpenter, 190 days, at $3		570.00
1 carpenter, 91 days, at $3		273.00
1 carpenter, 114 days, at $3		342.00
1 carpenter, 86½ days, at $3		259.50
1 carpenter, 42 days, at $3		126.00
1 carpenter, 41 days, at $3		123.00
1 carpenter, 76 days, at $3		228.00
1 carpenter, 32 days, at $3		96.00
1 carpenter, 18 days, at $3		54.00
1 carpenter, 22½ days, at $3		67.50
1 carpenter, 13 days, at $3		39.00
1 painter, 12 months, at $65		780.00
1 skilled laborer, 157 days, at $1.75		274.75
1 skilled laborer, 3 months, at $50, $150; 19½ days, at $50, $31.45		181.45
1 skilled laborer, 75½ days, at $2		151.00
1 laborer, 3 months, at $40, $120; 1 month, at $41.50		161.50
1 laborer, 19 days, at $1.50		28.50
		5,609.20
Special services		86.13
Total expenditure for salaries		5,695.33

Miscellaneous:

Drawings	$91.25
Drawers, trays, and boxes	671.79
Frames, stands, etc	67.00
Glass	45.90
Hardware	510.30
Tools	63.69
Cloth, cotton, etc	20.00
Glass jars	248.32
Lumber	1,108.22
Paints, oil, etc	450.14
Office furniture	122.73
Metals	47.16
Rubber and leather	18.80
Iron brackets	141.94
	$3,607.24
Total expenditure	9,302.57
Balance July 1, 1895, to meet outstanding liabilities	697.43

APPROPRIATION, FURNITURE AND FIXTURES, NATIONAL MUSEUM, 1895.

Abstract of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Pay roll, services	1	$484.95	W. A. Pate, metals	36	$6.24
Do	2	708.75	Library Bureau, office furniture	37	82.50
Geo. W. Grinder, special service	3	14.00	Pay roll, services	38	373.00
Edw. Woltz, glass	4	7.20	Charles Becker, paints	39	27.94
W. A. Pate, paints, $4.58; hardware, $17.26; tin, etc., $6.24	5	28.08	E. W. Woodruff, drawers, etc	40	15.00
Irving Buck, drawers, etc	6	430.50	W. E. Gavit, iron brackets	41	41.44
A. H. Baldwin, drawings	7	11.25	T. Jenkins, special services	42	13.50
Pay roll, services	8	881.25	Robt. Leitch & Sons, tools, $3.60; hardware, $5	43	8.60
R. C. M. Burton, cloth, etc	9	20.00	Charles E. Hodgkin, glass	44	16.80
A. H. Gawler, hardware	10	3.00	J. H. Chesley & Co., hardware, $70.90; metals, $11.36	45	82.26
Wm. Duffy, services	11	27.00	N. V. Randolph & Co., drawers, etc	46	95.15
P. McIntire, special services	12	3.25	Mackall Bros. & Flemer, paints	47	18.85
Geo. W. Dant, special services	13	14.38	C. Dorflinger & Sons, glass jars	48	225.00
A. H. Baldwin, drawings	14	20.00	Hugh Reilly, paints	49	39.92
Elisha T. Jenks, iron brackets, $78; hardware, $3.10	15	81.10	Elisha T. Jenks, hardware	50	60.00
Smith, Kline & French Co., paints	16	53.70	Doremus & Just, hardware	51	53.28
Pay roll, services	17	1,014.75	F. P. May & Co., hardware	52	1.50
Church & Stephenson, lumber	18	489.86	Pay roll, services	53	227.00
Geo. F. Muth & Co., paints, $23; glass, $13.90	19	36.90	L. H. Schneider's Son, hardware, $24.60; tools, 30 cents	54	24.90
C. A. Schneider's Sons, special services	20	40.00	W. B. Moses & Sons, office furniture	55	7.55
F. W. Devoe & C. T. Raynolds Co., paints	21	80.00	Doremus & Just, hardware	56	20.78
E. E. Jackson & Co., frames, etc	22	60.00	N. V. Randolph & Co., drawers, etc	57	20.00
Wm. H. Douglas, hardware	23	6.25	Barber & Ross, hardware	58	4.50
Chas. T. Carter & Co., hardware	24	15.75	Chas. H. Pleasants, paints	59	2.66
W. T. Galliher & Bro., lumber	25	202.38	Pay roll, services	60	251.00
L. H. Schneider's Son, hardware, $25.30; paints, $14; tools, $7.22; furniture, $25	26	71.52	Church & Stephenson, lumber	61	240.74
Pay roll, services	27	388.50	L. H. Schneider's Son, tools, $3.70; hardware, $3.91	62	7.61
J. H. Chesley & Co., tin, $11.36; hardware, $52.63; tools, $1.35; metals, $5.68	28	71.02	Wm. H. Butler, paints	63	1.80
Mackall Bros. & Flemer, paints	29	16.09	F. P. May & Co., hardware	64	16.97
F. P. May & Co., hardware, $29.18; tools, $6.90; furniture, $4.68	30	40.76	J. H. Chesley & Co., tools, $27.27; hardware, $3.18	65	30.45
Belt & Dyer, frames, etc	31	7.00	J. E. Hurley, hardware	66	15.00
Bausch & Lomb Optical Co., furniture	32	3.00	J. E. Hurley, tools, $2; hardware, $1	67	3.00
Elisha T. Jenks, hardware	33	12.24	Turner Jenkins, special services	68	1.00
Wm. H. Butler, paints	34	61.33	Thomas Haney, services	69	33.00
James S. Topham, leather goods	35	7.80	Pay roll, services	70	260.00
			W. A. Pate, paints, etc	71	10.00
			Hamilton Glaze, services	72	54.00
			T. F. Haney, services	73	54.00

Abstract of disbursements made by William W. Karr, disbursing clerk, etc.—Cont'd.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Pay roll, services	74	$221.00	J. H. Chesley & Co., hardware, $22.92; tools, $2.70; metals, $5.68.	90	$31.30
Chas. Becker, paints, etc	75	23.52	Church & Stephenson, lumber	91	128.18
W. E. Gavit, iron brackets	76	22.50	James B. Lambie, hardware	92	4.13
J. H. Chesley & Co., hardware	77	8.16	H. Hoffa, tools	93	.85
M. W. Beveridge, rubber, $9; hardware, $1.50	78	10.50	L. H. Schneider's Son, tools, $1.55; hardware, 93 cents	94	2.48
W. Bartholomae, glass jars	79	4.40	Barber & Ross, tools	95	2.80
Wm. H. Butler, paints	80	27.27	Chas. E. Hodgkin, glass	96	8.00
F. P. May & Co., hardware, $2.43; tools, $1.90	81	4.33	Hornblower & Marshall, drawings	97	60.00
Mackall Bros. & Flemer, paints	82	18.53	Pay roll, services	98	416.00
Whitall, Tatum & Co., glass jars	83	18.92	Randolph Paper Box Co., drawers, etc	99	47.14
L. H. Schneider's Son, leather and rubber	84	2.00	W. T. Galliher & Bro., lumber	100	47.06
L. H. Schneider's Son, hardware, $6.80; tools, 80 cents	85	7.60	Robt. Leitch & Sons, hardware	101	8.35
Smith, Kline & French Co., paints	86	26.85	Pay roll, services	102	215.00
Doremus & Just, hardware, 75 cents; tools, 75 cents	87	1.50	Total disbursements	.....	9,302.57
John C. Knipp & Bro., drawers, etc	88	64.00	Balance July 1, 1895	.....	697.43
J. H. Chesley & Co., tin, 60 cents; hardware, $9	89	9.60			

HEATING, LIGHTING, ELECTRIC, AND TELEPHONIC SERVICE, JULY 1, 1894, TO JUNE 30, 1895.

Receipts.

Appropriation by Congress for the fiscal year ending June 30, 1895, "for expense of heating, lighting, electrical, telegraphic, and telephonic service for the National Museum." (Sundry civil act, August 18, 1894)	$13,000.00

Expenditures.

Salaries or compensation:		
1 engineer, 12 months, at $115	$1,380.00	
1 fireman, 12 months, at $50	600.00	
1 fireman, 11 months, at $50, $550; 29½ days, at $50, $47.58	597.58	
1 fireman, 10 months, at $50, $500; 30½ days, at $50, $49.19; 6 days, at $50, $10	559.19	
1 fireman, 8 months, at $75, $600; 3 months, at $60, $180; 25 days, at $60, $48.39	828.39	
1 fireman, 1 month, at $50, $50; 26 days, at $50, $41.94; 13 days, at $50, $20.96	112.90	
1 fireman, 2 months, at $54, $108; 2 months, at $50, $100	208.00	
1 fireman, 19 days, at $50	33.93	
1 steam fitter, 1 month, at $50, $50; 16 days, at $50, $25.81	75.81	
1 laborer, 6 months, at $40, $240; 2 months, at $46, $92; 1 month, at $41.50, $41.50	373.50	
1 laborer, 244 days, at $1.25	305.00	
1 laborer, 177½ days, at $1.25	221.88	
1 laborer, 98½ days, at $1.50	147.75	
1 laborer, 89 days, at $1.50	133.50	
1 clerk, 4 months, at $35, $140; 1 month, at $40, $40	180.00	
1 telephone clerk, 7 months, at $60	420.00	
	6,177.43	
Special services	51.25	
Total services		6,228.68

General expenses:		
Coal and wood	$2,791.90	
Gas	1,455.88	
Telephones	444.00	
Electric supplies	210.75	
Rental of call boxes	90.00	
Heating supplies	327.41	
Telegrams	6.31	
		$5,326.25
Total expenditures		11,554.93
Balance July 1, 1895		1,445.07

APPROPRIATION, HEATING AND LIGHTING, NATIONAL MUSEUM, 1895.

Abstract of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.
Pay roll, services	1	$468.53
Mutual District Messenger Co., rental call boxes	2	10.00
Washington Gaslight Co., gas	3	99.25
Pay roll, services	4	559.50
Do	5	498.50
Washington Gaslight Co., gas	6	81.50
John Kennedy, coal	7	895.58
Hayward & Hutchinson, heating supplies	8	150.10
Washington Gaslight Co., gas	9	112.50
Kennedy & Du Perow, electrical supplies	10	147.30
Pay roll, services	11	506.75
Henry McShane Manufacturing Co., heating supplies	12	38.91
John K. Ward, heating supplies	13	11.00
Wm. Budd, services	14	7.50
L. H. Schneider's Son, heating supplies	15	17.38
Pay roll, services	16	508.63
The E. Howard Watch and Clock Co., electrical supplies	17	7.50
Royce & Marean, special services	18	6.25
Chesapeake and Potomac Telephone Co., telephones	19	174.00
Mutual District Messenger Co., rental call boxes	20	20.00
John Kennedy, coal	21	656.91
Washington Gaslight Co., gas	22	103.25
Pay roll, services	23	551.25
B. F. Guy & Co., special services	24	26.50
Charles Werner, wood	25	63.28
Robt. Leitch & Sons, heating supplies	26	.66
J. H. Corning, heating supplies	27	16.50
J. H. Chesley & Co., heating supplies	28	6.00
Shoemaker & Busch, heating supplies	29	1.90
Mutual District Messenger Co., rental call boxes	30	20.00
Washington Gaslight Co., gas	31	141.50
Do	32	135.00
The E. F. Brooks Co., heating supplies	33	4.00
Chesapeake and Potomac Telephone Co., telephones	34	135.00
Pay roll, services	35	600.94
John Kennedy, coal	36	443.91
Charles Werner, wood	37	69.44
Western Union Telegraph Co., telegrams	38	1.40
E. Howard Watch and Clock Co., electrical supplies	39	$6.00
Royce & Marean, special services	40	6.25
Mutual District Messenger Co., rental call boxes	41	10.00
Jno. K. Ward, supplies	42	12.00
James L. Barbour & Son, supplies	43	2.20
Kennedy Du Perow, electrical supplies	44	46.20
Pay roll, services	45	600.93
Washington Gaslight Co., gas	46	194.25
S. S. Shedd & Bro., supplies	47	1.40
Henry McShane Manufacturing Co., supplies	48	39.93
Western Union Telegraph Co., telegrams	49	1.06
Geo. Connolly, services	50	12.90
Pay roll, services	51	526.50
John Kennedy, coal	52	443.60
Chas. Werner, wood	53	69.94
Thos. Somerville & Sons, supplies	54	.40
Pay roll, services	55	455.25
D. W. Nicholson, services	56	16.25
Wm. H. Butler, supplies	57	7.50
John Kennedy, coal	58	46.44
Shoemaker & Busch, supplies	59	3.80
J. E. Hurley, special services	60	6.00
John Kennedy, coal	61	92.32
Washington Gaslight Co., gas	62	140.50
Do	63	168.13
Mutual District Messenger Co., rental call box	64	30.00
J. H. Chesley & Co., supplies	65	.90
Jas. L. Barbour & Son, supplies	66	1.80
Western Union Telegraph Co., telegrams	67	3.85
Melville Lindsay, supplies	68	5.97
Henry McShane Manufacturing Co., supplies	69	5.06
Chas. Werner, wood	70	10.48
Kennedy & Du Perow, electrical supplies	71	3.75
Royce & Marean, special services	72	6.25
Pay roll, services	73	454.00
Chesapeake and Potomac Telephone Co., telephones	74	135.00
Washington Gaslight Co., gas	75	145.75
Do	76	134.25
Pay roll, services	77	410.00
Total disbursements		11,554.93
Balance July 1, 1895		1,445.07

POSTAGE, JULY 1, 1894, TO JUNE 30, 1895.

Receipts.

Appropriation by Congress for the fiscal year ending June 30, 1895, "for postage stamps and foreign postal cards for the National Museum" (Sundry civil act, August 18, 1894)	$500.00

Expenditures.

City post-office, for postage	500.00

Appropriation all expended July 1, 1895.

Detailed list of disbursements made from appropriation "Postage, National Museum, 1895," from July 1, 1894, to June 30, 1895.

No. of Voucher.	To whom paid.	Amount.
1	Washington City post-office, postage stamps	$500.00

PRINTING, JULY 1, 1894, TO JUNE 30, 1895.

Receipts.

Appropriation by Congress for the fiscal year ending June 30, 1895:		
For the Smithsonian Institution, for printing labels and blanks, and for the "Bulletins" and annual volumes of the "Proceedings" of the National Museum	$11,000.00	
For binding scientific books and pamphlets presented to and acquired by the National Museum Library	1,000 00	
		$12,000.00

Expenditures.

Bulletins National Museum, Nos. 39, 47, 48, and special Nos. 2, 3	6,202.53	
Proceedings National Museum, Vol. XVII	3,179.93	
Reports National Museum, extras	28.06	
Labels for specimens	234.78	
Letter heads, pads, and envelopes	610.18	
Blanks	413.60	
Electros	14.50	
Binding	1,258.60	
Congressional Record	20.00	
Total expenditures		11,962.18
Balance July 1, 1895		37.82

RENT OF WORKSHOPS AND TRANSFER FROM ARMORY.

Receipts.

Balance, as per last report, July 1, 1894	$457.29	
Appropriation by Congress, "under Smithsonian Institution," "For rent for workshops for the National Museum." (Sundry civil act, August 18, 1894)	600.00	
		$1,057.29

Expenditures.

Lumber	29.75	
Rent	975.00	
		1,004.75
Balance July 1, 1895		52.54

APPROPRIATION, RENT OF WORKSHOPS AND TRANSFER OF PROPERTY, UNITED STATES NATIONAL MUSEUM.

Abstract of disbursements made by William W. Karr, disbursing clerk, Smithsonian Institution, from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Church & Stephenson, lumber.....	8	$29.75	John A. Baker, rent.....	17	$75.00
John A. Baker, rent.....	9	75.00	Do	18	75.00
Do	10	75.00	Do	19	75.00
Do	11	75.00	Do	20	75.00
Do	12	75.00	Do	21	75.00
Do	13	75.00			
Do	14	75.00	Total disbursements.	.....	1,004.75
Do	15	75.00			
Do	16	75.00	Balance July 1, 1895.....	.....	52.54

"BUILDING, NATIONAL MUSEUM: REPAIRS, 1895."

Receipts.

Appropriations by Congress "For tearing down and rebuilding the brick walls of the steam boilers, providing tie-rods and buck staves and grates for the same; removing, replacing, and resetting the fronts, and replacing worn-out boiler tubes, and for covering heating pipes with fireproof material, including all necessary labor and material. (Sundry civil act, August 18, 1894) $4,000.00

Expenditures from July 1, 1894, to June 30, 1895.

Services:		
1 bricklayer 1 day, at $5	$5.00	
1 bricklayer 11½ days, at $4	46.00	
3 skilled laborers 27 days, at $3	81.00	
1 skilled laborer 24 days, at $50 per month	40.00	
19 laborers 298¾ days, at $1.50	448.13	
2 painters 14 days, at $3	42.00	
	662.13	
Brickwork (by contract)	1,378.00	
Boiler tubes	594.00	
Boiler compound	56.00	
Polishing compound	8.75	
Iron water headers	200.00	
Iron grate bars	109.78	
Magnesia pipe covering	916.20	
Pipe fittings	18.88	
Asphaltum and bronze	2.50	
Plastering	7.80	
Advertising proposals	32.67	
		3,986.71
Balance July 1, 1895		13.29

Abstract of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Pay roll, services	1	$70.50	L. W. Dazenbaker, services, skilled laborer	17	$18.00
John Pugh & Co, brickwork, walls of boilers	2	1,238.00	Jno. K. Ward, polishing compound	18	8.75
Forsberg & Murray, boiler tubes	3	594.00	Wm. B. Morgan, paste pipe covering	19	3.00
Forsberg & Murray, boiler compound	4	56.00	Geo. F. Muth & Co., asphaltum and bronze	20	2.50
Pay roll, services, laborers	5	94.50	Henry McShane Manufacturing Co., pipe fittings	21	11.16
John Pugh & Co., iron water headers	6	200.00	Wm. B. Morgan, magnesia pipe covering	22	45.00
Pay roll, services, bricklayers, laborers	7	293.63	Washington Times Co., advertising	23	6.65
John Pugh & Co., brickwork, new walls	8	140.00	Washington Post Co., advertising	24	13.20
Pay roll, services, laborers	9	79.50	Wm. B. Morgan, magnesia pipe covering	25	46.30
L. W. Dazenbaker, services, skilled laborer	10	36.00	A. L. Young, services, skilled laborer	26	40.00
Chas. Rabbitt, services, painter	11	3.00	Robt. Leitch & Sons, pipe fittings	27	7.72
Evening Star, advertising	12	12.82			
Campbell & Zell Co., cast-iron grate bars	13	109.78	Total disbursements	.....	3,986.71
P. McIntyre, plastering	14	7.80			
Wm. B. Morgan, magnesia pipe covering	15	821.90	Balance July 1, 1895	.....	13.29
L. W. Dazenbaker, services, skilled laborer	16	27.00			

OTHER MUSEUM APPROPRIATIONS—PRESERVATION OF COLLECTIONS, 1894.

Balance as per last annual report $4,180.20

Expenditure.

Salaries or compensation	$165.00	
Special or contract services	489.21	
		$654.21
Supplies		960.58
Stationery		132.78
Specimens		756.19
Books and periodicals		620.96
Travel		122.42
Freight and cartage		697.79
Total expenditure		3,944.93
Balance July 1, 1895		235.27

Total expenditure of the appropriation for preservation of collections, 1894.

Appropriation		$132,500.00
Expenditure:		
Salaries or compensation	$118,406.94	
Special or contract work	2,242.32	
		$120,649.26
Supplies		2,356.36
Stationery		496.05
Specimens		3,810.74
Travel		572.30
Freight		3,117.34
Books		1,262.68
Total expenditure		132,264.73
Balance July 1, 1895		235.27

Detailed list of expenditures from appropriation "Preservation of Collections, National Museum, 1894," from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.
Karl W. Hiersemann, books	410	$3.05
Emile Deyrolle, specimens	411	8.49
C. Reinwald & Co., books	412	11.48
Geo. Ryneal, jr., supplies, $15.85; stationery, $1.10	413	16.95
Wyckoff, Seamans & Benedict, supplies, $1.20; special services, $11.50	414	12.70
David White, travel, $89.92; special services, $184.87; supplies, $25.35; freight, $4	415	304.14
S. R. Koehler, services	416	100.00
Geo. Steiger, specimens	417	3.10
Thomas Collins, freight	418	41.59
Columbia Phonograph Co., special services	419	206.12
James W. Cotton, special services	420	7.07
K. J. Bush, services	421	65.00
Theo. A. Mills, special services	422	29.00
P. H. Wheeler, special services	423	4.80
Chas. J. Helm, special services	424	8.00
Star Union Line, freight	425	434.95
A. H. Baldwin, special services	426	24.50
N. Murray, books	427	7.50
The Geological Society of America, books	428	5.00
S. F. Hayward & Co., supplies	429	16.00
Franz Boas, travel	430	17.25
J. C. McConnell, specimens	431	96.00
H. P. Attwater, specimens	432	20.50
Alpheus Hyatt, specimens	433	3.75
Morgan Envelope Co., stationery	434	11.40
Easton & Rupp, stationery	435	44.68
M. W. Beveridge, supplies	436	10.00
E. J. Pullman, supplies	437	107.52
James H. McGill, supplies	438	1.60
E. Morrison Paper Co., supplies	439	2.25
Bausch & Lomb Optical Co., supplies	440	4.50
John C. Parker, supplies	441	2.75
Lansburgh & Bro., supplies	442	57.53
J. H. Chesley & Co., supplies	443	1.00
Edwin E. Howell, specimens	444	50.00
H. H. & C. S. Brimley, specimens	445	1.25
Melville Lindsay, supplies	446	3.00
Leggat Bros., books	447	27.64
The Scott Stamp and Coin Co., books	448	3.00
Baltimore and Ohio R. R. Co., freight	449	3.92
Baltimore and Ohio R. R. Co., travel	450	8.00
W. H. Lowdermilk & Co., books	451	1.00
Adams Express Co., freight	452	30.70
United States Express Co., freight	453	7.51
Wyckoff, Seamans & Benedict, special services, $1; stationery, $1	454	2.00
Gustav E. Steckert, books	455	5.50
The Herdic Phæton Co., special services	456	6.90
Brentano's, books	457	6.00
Steuart Culin, travel	458	7.25
MacKellar, Smiths & Jordan Foundry, special services	459	6.00
Mutual District Messenger Co., special services	460	1.25
The Hygienic Ice Co., supplies	461	43.15
Lansburgh & Bro., supplies	462	$30.50
A. P. Swoyer & Co., supplies	463	12.35
Geo. Ryneal, jr., supplies	464	1.25
The Illustrated World's Fair Publishing Co., books	465	10.00
United States Express Co., freight	466	4.94
Z. D. Gilman, supplies	467	13.57
Easton & Rupp, supplies	468	9.90
E. J. Pullman, supplies	469	42.79
Dennison Manufacturing Co., supplies	470	67.47
Smith, Kline & French Co., supplies	471	80.45
James L. Barbour & Son, supplies	472	11.00
Herman Baumgarten, stationery	473	.50
Queen & Co., supplies	474	18.00
Jas. H. McGill, supplies	475	1.00
Fred A. Schmidt, supplies	476	2.25
Geo. W. Knox Express, freight	477	20.43
Do	478	65.25
M. E. Mann, books	479	6.00
Leggat Bros., books	480	9.50
S. Springmann, freight	481	1.00
A. H. Baldwin, special services	482	3.00
Henry Evans, supplies	483	2.00
Wm. Ballantyne & Sons, stationery	484	9.88
E. Morrison Paper Co., stationery	485	64.22
N. V. Randolph & Co., supplies	486	75.00
F. Germuiller, supplies	487	8.00
W. H. Veerhoff, supplies	488	200.00
Adams Express Co., freight	489	22.35
Chas. Becker, supplies	490	8.75
Wm. Krafft, supplies	491	20.30
John M. Crawford, specimens	492	260.00
Do	493	150.00
R. Friedlander & Sohn, books	494	86.88
C. Reinwald et Cie, books	495	14.67
Wm. Wesley & Son, books	496	83.67
Do	497	81.71
Church & Stephenson, supplies	498	1.50
Eastman Kodak Co., supplies	499	31.00
Wm. Evarts Benjamin, specimens	500	4.00
Gustav E. Stechert, books	501	28.00
Leggat Bros., books	502	2.25
Zulima B. Jackson, specimens	503	5.00
L. Amaties, specimens	504	12.60
W. L. Richmond, specimens	505	2.00
Chas. K. Worthen, specimens	506	44.50
Baltimore and Ohio R. R. Co., freight	507	.73
A. W. Scott, specimens	508	10.00
J. F. Sabin, books	509	200.00
Albert Rosenthal, specimens	510	85.00
J. Baumgarten & Son, supplies	511	27.00
Union Pacific R. R., freight	511A	4.16
Do	511B	1.82
Southern Pacific R. R., freight	511C	14.54
Missouri Pacific R. R., freight	511D	1.05
Wm. Wesley & Son, books	512	26.36
V. H. Igo, freight	512A	.49
Southern Pacific R. R., freight	512B	9.69
Do	512C	1.24
Do	512D	27.43
Leggat Bros., books	513	1.75
Total disbursements	.....	3,944.93
Balance July 1, 1895	.....	235.27

PRESERVATION OF COLLECTIONS, 1893.

Balance July 1, 1894	$318.02

Expenditure.

Services (special)	$0.75	
Specimens	276.00	
Supplies	39.00	
Total expenditure		315.75
Balance carried, under the provisions of Revised Statutes, section 3090, by the Treasury Department to the credit of the surplus fund June 30, 1895		2.27

Total expenditure of appropriation for preservation of collections, 1893.

Appropriations ($132,500; $2,000)			$134,500.00
Expenditure:			
Salaries or compensation	$116,234.65		
Special or contract services	2,794.53		
		$119,029.18	
Supplies		3,239.96	
Stationery		1,717.29	
Specimens		6,415.56	
Books		1,032.54	
Travel		707.47	
Freight		2,355.73	
Total expenditure			134,497.73
Balance			2.27

Detailed list of disbursements from appropriation "Preservation of Collections, National Museum, 1893," from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
John E. Younglove, specimens	587	$50.00	Z. D. Gilman, supplies	593	$22.50
S. J. Tellery & Co., specimens	588	200.00			
Henry Horan, special services	589	75	Total disbursements		315.75
Lewis Dexter, specimens	590	6.00			
F. H. Cole & Co., specimens	591	20.00	Balance carried to credit of surplus fund, Treasury Department		2.27
Lansburgh & Bro., supplies	592	16.50			

FURNITURE AND FIXTURES, 1894.

Balance July 1, 1894, as per last annual report	$803.24

Expenditures.

Frames, stands, etc	$62.70	
Glass	40.00	
Hardware	35.15	
Tools	5.00	
Cloth, etc	48.75	
Lumber	72.35	
Paints, oil, etc	111.26	
Office furniture	330.66	
Metals	6.05	
Rubber and leather	4.98	
Apparatus	2.25	
Cases	84.00	
Total expenditure, July 1, 1894, to June 30, 1895		803.15
Balance July 1, 1895		.09

Total expenditure of the appropriation for furniture and fixtures, 1894.

Salaries or compensation	$5,525.75	
Special or contract services	29.25	
		$5,555.00
Cases		84.00
Drawings		9.25
Drawers		321.50
Frames		121.68
Glass		143.82
Hardware		530.34
Tools		37.13
Cloth		103.02
Glass jars		501.81
Lumber		899.26
Paints, oil, etc		666.09
Office furniture		540.61
Metals		70.73
Rubber and leather		22.26
Apparatus		48.49
Slate, brick, etc		201.50
Iron brackets		143.42
Total expenditure		9,999.91
Balance July 1, 1895		.09

Detailed list of disbursements from appropriation "Furniture and Fixtures, National Museum, 1894," from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
F. W. Devoe & C. T. Reynolds Co., paints, etc	110	$76.80	W. B. Moses & Sons, office furniture	127	$1.97
Melville Lindsay, rubber goods	111	4.98	Barber & Ross, tools	128	.50
F. P. May & Co., hardware	112	3.03	J. E. Hurley, apparatus	129	2.25
W. A. Pate, tin, lead, etc	113	6.05	M. G. Copeland & Co., hardware	130	1.00
L. H. Schneider's Son, hardware, $16.77; tools, 10 cents	114	16.87	F. P. May & Co., office furniture	131	1.14
J. H. Chesley & Co., hardware	115	.65	Chas. Becker, paints, etc	132	2.96
W. B. Moses & Sons, office furniture	116	1.80	Church & Stephenson, lumber	133	72.35
Elisha T. Jenks, hardware	117	5.50	J. H. Chesley & Co., hardware	134	.50
Julius Lansburgh, office furniture	118	2.50	Belt & Dyer, office furniture	135	120.00
Chas. E. Hodgkin, glass	119	40.00	James B. Lambie, frames, stands, etc	136	24.00
L. H. Schneider's Son, hardware, 45 cents; tools, $4.40	120	4.85	John C. Knipp & Bro., office furniture, $102; cases, $84	137	186.00
S. J. Haislett & Co., cloth, etc	121	19.50	Library Bureau, office furniture	138	40.00
W. H. Veerhoff, frames	122	38.70	W. B. Moses & Sons, office furniture	139	22.25
Lansburgh & Bro., cloth, etc	123	29.25			
Robt. Leitch & Sons, hardware	124	7.25	Total disbursements	.....	803.15
Smith, Kline & French Co., paints	125	31.50			
Craig & Harding, office furniture	126	39.00	Balance July 1, 1895	.....	.09

FURNITURE AND FIXTURES, NATIONAL MUSEUM, 1893.

Balance July 1, 1894, as per last annual report $0.16

Balance carried, under the provisions of the Revised Statutes, section 3090, by the Treasury Department to the credit of the surplus fund, June 30, 1895.

HEATING AND LIGHTING, 1894.

Balance July 1, 1894 ..... $724.30

Expenditure.

Special or contract services	$6.25
Coal and wood	24.75
Gas	78.50
Telephones	165.50

Electric supplies	$50.60	
Rental call boxes	20.00	
Heating supplies	348.48	
Telegrams	29.46	
Total expenditure		$723.54
Balance July 1, 1895		.76

Total expenditure of the appropriation for heating, lighting, etc., 1894.

Appropriation		$11,000.00
Expenditure:		
Salaries or compensation	$5,034.75	
Special or contract services	67.75	
	$5,102.50	
Coal and wood	2,696.55	
Gas	1,446.26	
Telephones	687.62	
Electric supplies	163.16	
Rental call boxes	120.00	
Heating repairs	12.00	
Heating supplies	741.69	
Telegrams	29.46	
Total expenditure		10,999.24
Balance July 1, 1895		.76

Detailed list of disbursements from appropriation "Heating and Lighting, National Museum, 1894," from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Western Union Telegraph Co., telegrams	77	$29.46	Geo. Ryneal, jr., supplies	86	$4.13
Geo. W. Ryneal, jr., supplies	78	4.75	Robt. Leitch & Sons, supplies	87	19.75
Washington Gaslight Co., gas	79	78.50	Kennedy & Du Perow, supplies	88	12.00
Kennedy & Du Perow, electrical supplies	80	12.00	James L. Barbour & Son, supplies	89	2.80
Royce & Marean, electrical supplies	81	11.95	Chesapeake and Potomac Telephone Co., telephones	90	165.50
Royce & Marean, electrical supplies, etc	82	20.90	J. H. Chesley & Co., supplies	91	4.25
Mutual District Messenger Co., rental boxes	83	20.00	Henry McShane Manufacturing Co., supplies	92	305.70
L. H. Schneider's Son, supplies	84	5.10	J. Ewd. Chapman, coal and wood	93	24.75
A. P. Swoyer & Co., supplies	85	2.00	Total disbursements	.....	723.54
			Balance July 1, 1895	.....	.76

HEATING, LIGHTING, ETC., 1893.

Balance of appropriation as per last annual report, July 1, 1894 ..... $11.10

Carried, under the provisions of Revised Statutes, section 3090, by the Treasury Department to the credit of the surplus fund, June 30, 1895.

SMITHSONIAN INSTITUTION BUILDING—REPAIRS.

Balance July 1, 1894, as per last annual report $1.14

Balance carried, under the provisions of the Revised Statues, section 3090, by the Treasury Department to the credit of the surplus fund, June 30, 1895.

ASTROPHYSICAL OBSERVATORY—SMITHSONIAN INSTITUTION, 1895.

Receipts.

Appropriation by Congress "for maintenance of Astrophysical Observatory under the direction of the Smithsonian Institution, including salaries of assistants, apparatus, and miscellaneous expenses." (Sundry civil act, August 18, 1894)	$9,000.00

Expenditures from July 1, 1894, to June 30, 1895.

Salaries or compensation:		
1 aid, 12 months, at $125		$1,500.00
1 assistant, 12 days, at $100		40.00
1 junior assistant, 11 months, at $66.66		733.26
1 junior assistant, 1 month, at $83.33		83.33
1 clerk, 1 month, at $100		100.00
1 clerk, 12 months, at $60		720.00
1 instrument maker, 98⅜ days, at $3.50		344.31
1 assistant instrument maker, 9½ months, at $60		570.00
1 assistant instrument maker, 25 days, at $60		49.01
1 assistant instrument maker, 2½ days, at $65		5.42
3 carpenters, 41¼ days, at $3		123.75
1 painter, 1 day, at $50		1.66
2 steam fitters, 10½ days, at $3		31.50
1 skilled laborer, 2 days, at $2.50		5.01
6 laborers, 58½ days, at $1.50		87.75
1 cleaner, 22 days, at $1		22.00
Total salaries or compensation		4,417.00
General expenses:		
Apparatus	$1,726.71	
Books and binding	135.46	
Building, etc	172.00	
Castings	12.15	
Freight	17.77	
Illustrations	23.70	
Lumber	133.56	
Postage and telegraph	2.23	
Stationery	6.72	
Supplies	690.52	
Traveling expenses	77.17	
		2,997.99
Total disbursements		$7,414.99
Balance July 1, 1895		1,585.01

Detailed list of disbursements from appropriation "Astrophysical Observatory, Smithsonian Institution, 1895," from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
S. P. Langley, carriage hire	1	$5.00	Pay roll, salaries	31	$194.33
Pay roll, salaries	2	169.83	John H. Harding, services	32	27.00
Do	3	204.83	Watson Lyon, services	33	9.00
The Waldo Foundry, supplies	4	21.70	Joseph Brass, sand	34	3.90
A. J. Wilkinson & Co., tools	5	17.43	W. S. Galliher & Bro., lumber	35	28.28
Pay roll, salaries	6	201.33	John W. Barker, supplies	36	26.25
Royce & Marean, apparatus	7	1.08	Pay roll, salaries	37	155.83
Henry H. Brown, supplies	8	.45	Monier, Seitert & Pommeret, apparatus	38	27.19
Washington Gaslight Co., gas	9	.50	Easton & Rupp, stationery	39	2.70
United States Express Co., freight	10	.75	J. H. Chesley & Co., supplies	40	3.00
Z. D. Gilman, supplies	11	14.00	G. T. Ennis, castings	41	1.70
E. J. Pullman, apparatus	12	9.66	J. T. Walker Sons, supplies	42	.90
John A. Brashear, apparatus	13	32.00	Queen & Co., apparatus	43	5.40
Geo. F. Muth & Co., supplies	14	1.38	John A. Brashear, apparatus	44	16.00
Montgomery & Co., apparatus	15	1.86	Z. D. Gilman, supplies	45	13.05
Pay roll, salaries	16	155.83	Herman Baumgarten, stationery	46	.40
Geo. T. Ennis, castings	17	1.35	Robt. Leitch & Sons, supplies	47	4.57
Pay roll, salaries	18	155.83	The Scovill & Adams Co., books	48	2.55
Eastman Kodak Co., supplies	19	10.08	Geo. Higgs, books	49	41.58
Pay roll, salaries	20	164.83	Wm. Grunow, apparatus	50	176.00
E. J. Pullman, supplies	21	2.25	Pay roll, salaries	51	172.58
S. P. Langley, carriage hire	22	10.92	Geo. F. Muth & Co., supplies	52	1.25
Pay roll, salaries	23	201.33	Fred A. Schmidt, supplies	53	.80
C. Reinwald & Co., apparatus	24	.70	E. J. Pullman, supplies	54	10.16
A. Philips, services	25	9.75	James B. Lambie, supplies	55	7.27
John Jennifer, services	26	10.50	Brown & Sharpe Manufacturing Co., supplies	56	1.53
Robt. Leitch & Sons, supplies	27	33.40	Macmillan & Co., books	57	3.00
John A. Brashear, apparatus	28	20.00	Melville Lindsay, supplies	58	5.97
W. O. Stricker, services	29	7.50			
John A. Brett, services	30	22.50			

Detailed list of disbursements from appropriation, etc.—Continued.

To whom paid.	Number of voucher.	Amount.
Washington Gaslight Co., gas	59	$58.75
Pay roll, salaries	60	200.83
Joseph Mace, hauling	61	.50
J. Carbutt, supplies	62	30.60
T. G. Luscombe, services	63	3.00
Geo. W. Dant, building material	64	39.00
Pay roll, salaries	65	224.83
Chas. S. Peirce, translating	66	50.00
Eastman Kodak Co., supplies	67	4.14
Queen & Co., apparatus	68	15.25
Ginn & Co., books	69	4.75
John A. Brashear, apparatus	70	16.00
Church & Stephenson, lumber	71	18.17
The Electric Storage Battery Co., apparatus	72	12.00
E. J. Pullman, supplies	73	3.38
John F. Ellis & Co., supplies	74	.30
Pay roll, salaries	75	180.96
M. E. Kahler, apparatus	76	40.50
Royce & Marean, supplies	77	4.35
Gustav E. Stechert, books	78	20.20
Easton & Rupp, stationery	79	.79
Chas. T. Carter & Co., supplies	80	1.50
Geo. White & Sons, castings	81	.20
Geo. W. Knox Express, freight	82	.96
The Electric Storage Battery Co., apparatus	83	76.80
Henry H. Brown, supplies	84	.40
Adams Express Co., freight	85	5.50
Pay roll, salaries	86	179.34
L. H. Schneider's Son, hardware	87	5.15
Henry McShane Manufacturing Co., supplies	88	7.15
Washington Gaslight Co., gas	89	27.75
United States Express Co., freight	90	6.14
Pay roll, salaries	91	135.76
J. W. Drew & Co., supplies	92	7.50
J. Tonnelot, apparatus	93	10.80
Pay roll, salaries	94	155.83
Z. D. Gilman, supplies	95	13.35
Adams Express Co., freight	96	2.80
J. T. Walker Sons, supplies	97	1.15
J. H. Chesley & Co., hardware	98	2.37
John F. Ellis & Co., supplies	99	.20
Royce & Marean, supplies	100	20.00
James B. Lambie, supplies	101	17.72
People's Dispatch Co., freight	102	.33
Queen & Co., apparatus	103	17.75
J. Carbutt, supplies	104	20.40
Edwin H. Morsell, supplies	105	2.81
Henry H. Brown, supplies	106	1.25
Pay roll, salaries	107	170.83
W. H. Lowdermilk & Co., books	108	1.88
Western Union Telegraph Co., telegrams	109	1.24
Washington Gaslight Co., gas	110	.75
Do	111	27.75
Faneuil Watch Tool Co., supplies	112	14.80
Henry H. Brown, supplies	113	3.20
E. J. Pullman, supplies	114	1.50
Darling, Brown & Sharpe, apparatus	115	15.00
Spon & Chamberlain, books	116	$4.00
M. E. Kahler, apparatus	117	4.50
Wm. G. Johnston & Co., supplies	118	16.00
Carpenter Enamel Rheostat Co., apparatus	119	8.35
Easton & Rupp, stationery	120	2.04
Woodward & Lothrop, supplies	121	1.00
Pay roll, salaries	122	159.65
Chas. H. Knight, apparatus	123	199.00
Gustav E. Stechert, books	124	7.50
S. P. Langley, carriage hire	125	5.00
Pay roll, salaries	126	183.14
E. Jasper, services	127	18.75
W. Jasper, services	128	18.75
John A. Brashear, apparatus	129	10.00
Pay roll, salaries	130	166.83
Chas. H. Knight, building material, etc	131	105.00
Pay roll, salaries	132	155.83
S. P. Langley, traveling expenses	133	56.25
Pay roll, salaries	134	157.71
Chas. H. Knight, services, etc	135	5.00
Geo. T. Ennis, castings	136	8.90
J. Carbutt, supplies	137	30.60
Warner & Swasey, apparatus	138	754.62
Washington Gaslight Co., gas	139	31.75
James Garland, cart hire	140	5.00
Wm. H. Butler, supplies	141	4.75
A. J. Wilkinson & Co., supplies	142	1.04
Western Union Telegraph Co., telegrams	143	.99
The Maurice Joyce Engraving Co., engraving	144	10.20
Pay roll, salaries	145	205.74
Brown & Sharpe Manufacturing Co., apparatus	146	6.25
Church & Stephenson, lumber	147	87.11
Easton & Rupp, stationery	148	.79
Henry H. Brown, supplies	149	5.84
Jouvenal & Smith, sandstone	150	4.00
E. Howard Watch and Clock Co., apparatus	151	250.00
John F. Ellis & Co., supplies	152	.70
The Maurice Joyce Engraving Co., engraving	153	13.50
Chas. H. Knight, building, etc	154	53.00
Pay roll, salaries	155	196.42
Charles G. Abbot, salary	156	40.00
James B. Lambie, supplies	157	23.13
Z. D. Gilman, supplies	158	6.15
Geo. W. Knox Express, freight	159	.79
Faneuil Watch Tool Co., supplies	160	8.80
Montgomery & Co., hardware	161	35.38
Walker & Kepler, supplies	162	25.38
E. Morrison Paper Co., supplies	163	1.44
E. J. Pullman, supplies	164	1.50
Total disbursements		7,414.99
Balance July 1, 1895		1,585.01

ASTROPHYSICAL OBSERVATORY, 1894.

Balance as per last report, July 1, 1894		$75.90

Expenditures July 1, 1894, to June 30, 1895.

General expenses:		
Apparatus	$10.98	
Castings	1.20	
Freight	27.35	
Stationery	2.99	
Supplies	24.36	
		66.88
Balance July 1, 1895		9.02

Detailed list of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from appropriation "Astrophysical Observatory, Smithsonian Institution, 1894," from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Hugo Bilgram, apparatus	166	$6.38	W. & L. E. Gurley, supplies	177	$5.00
Wilmarth & Edmonston, supplies	167	.55	C. Schneider, supplies	178	.15
Wm. Ballantyne & Sons, stationery	168	.80	L. H. Schneider's Son, hardware	179	1.98
J. H. Chesley & Co., hardware	169	1.37	Simonds Rolling Machine Co., supplies	180	2.61
Woodward & Lothrop, supplies	170	2.00	Adams Express Co., freight	181	27.35
James B. Lambie, supplies	171	.75	Geo. T. Ennis, castings	182	1.20
Wm. H. Butler, paints, etc	172	.75	Rochester Optical Co., apparatus	183	4.60
W. A. Pate, hardware	173	.35			
Z. D. Gilman, supplies	174	5.55	Total disbursements	.....	66.88
Easton & Rupp, stationery	175	2.19			
E. J. Pullman, supplies	176	3.30	Balance July 1, 1895	.....	9.02

ASTROPHYSICAL OBSERVATORY, SMITHSONIAN INSTITUTION, 1893.

Balance July 1, 1894, as per last report $0.01

Carried, under the Revised Statutes, section 3090, by the Treasury Department to the credit of the surplus fund, June 30, 1895.

NATIONAL ZOOLOGICAL PARK, 1895.

Appropriation by Congress "for continuing the construction of roads, walks, bridges, water supply, sewerage, and drainage, and for grading, planting, and otherwise improving the grounds, erecting and repairing buildings and inclosures for animals, and for administrative purposes, care, subsistence, and transportation of animals, including salaries or compensation of all necessary employees, and general incidental expenses not otherwise provided for, fifty thousand dollars, one-half of which sum shall be paid from the revenues of the District of Columbia and the other half from the Treasury of the United States. A report in detail of the expenses on account of the National Zoological Park shall be made to Congress at the beginning of each regular session." (Sundry civil act, August 18, 1894) $50,000.00

Expenditures July 1, 1894, to June 30, 1895.

Salaries or compensation:

1 superintendent, 12 months, at $208.33	$2,499.96
1 property clerk, 12 months, at $125	1,500.00
1 foreman, 5 months 4 days, at $75	384.68
1 foreman, 5½ months, at $75	412.50
1 assistant foreman, 12 months, at $60	720.00
1 head keeper, 12 months, at $83.33	999.96
5 under keepers, 12 months, at $50	3,000.00
1 blacksmith, 12 months, at $75	900.00
1 assistant blacksmith, 12 months, at $60	720.00
1 carpenter, 2½ months, at $65	162.50
1 carpenter, 12 months, at $65	780.00
1 watchman, 6 months, at $50	300.00
1 laborer, 6 months, at $50	300.00
1 watchman, 12 months, at $50	600.00
1 watchman, 11½ months, at $60	690.00
1 watchman, ½ month, at $50	25.00
1 night watchman, 5 months, at $45; 7 months, at $50	575.00
1 laborer, 12 months, at $45	540.00
1 laborer, 3 months, at $45; 9 months, at $50	585.00
2 laborers, 4 months, at $45; 8 months, at $50	1,160.00
1 laborer, 12 months, at $50	600.00
1 laborer, 9½ months, at $45	427.50
1 laborer, 6 months, at $25; 6 months, at $35	360.00
1 messenger, 12 months, at $35	420.00

Salaries or compensation—Continued.		
1 attendant, 12 months, at $15	$180.00	
1 stenographer, 12 months, at $62.50	750.00	
1 clerk, 7 months 8 days, at $60	437.14	
1 clerk, 4 months, at $60	240.00	
Total salaries or compensation		$20,269.24
Miscellaneous:		
Bridges and culverts	607.97	
Building, material, lime, stone, etc	1,066.27	
Fencing and cage material	881.61	
Food	4,438.82	
Freight and transportation	972.13	
Fuel	592.81	
Granolithic pavement	50.25	
Lumber	939.87	
Machinery, tools, etc	330.75	
Miscellaneous supplies	682.94	
Paints, oils, glass, etc	180.44	
Postage, telegraph, and telephones	155.51	
Riprap material	269.37	
Road material and grading	5,298.95	
Stationery, books, printing, etc	154.62	
Surveying, plans, etc	426.67	
Traveling expenses	239.30	
Trees, plants, sodding, etc	835.04	
Water supply and sewerage	478.30	
Total miscellaneous		18,601.62
Wages of mechanics and laborers and hire of teams in constructing buildings and inclosures, laying water pipes, building roads, gutters, and walks, planting trees, and otherwise improving the grounds:		
1 laborer, 156 days, at $1.50	$234.00	
1 laborer, 106¼ days, at $1.50	159.38	
1 laborer, 134 days, at $1.50	201.00	
1 laborer, 220¾ days, at $1.50	331.14	
1 laborer, 390½ days, at $1.50	585.75	
1 laborer, 151¼ days, at $1.50	226.87	
1 laborer, 149½ days, at $1.50	224.25	
1 laborer, 181 days, at $1.50	271.50	
1 laborer, 258 days, at $1.50	387.01	
1 laborer, 162 days, at $1.50	243.00	
1 laborer, 273 days, at $1.50	409.50	
1 laborer, 90¾ days, at $1.50	136.13	
1 laborer, 2 days, at $1.50	3.00	
1 laborer, 311¾ days, at $1.50	467.62	
1 laborer, 226½ days, at $1.50	339.75	
1 laborer, 82 days, at $1.50	123.00	
1 laborer, 113½ days, at $1.50	170.25	
1 laborer, 2 days, at $1.50	3.00	
1 laborer, 43 days, at $1.25; 61 days, at $1.50	145.25	
1 laborer, 111½ days, at $1.25	139.37	
1 laborer, 142½ days, at $1.25	178.13	
1 laborer, 116¾ days, at $1.25	145.94	
1 laborer, 117¼ days, at $1.25	146.55	
1 laborer, 167 days, at $1.25	208.75	
1 laborer, 32¾ days, at $1.25	40.94	
1 laborer, 25 days, at $1.25	31.25	
1 laborer, 35¼ days, at $1.25; 85¾ days, at $1.50	172.68	
1 laborer, 147 days, at $1.25	183.75	
1 laborer, 115¼ days, at $1.25	144.06	
1 laborer, 120¼ days, at $1.25	150.31	
1 laborer, 269⅝ days, at $1.25	337.02	
1 laborer, 156¾ days, at $1.25	195.93	
1 laborer, 19 days, at $1.25; 76¾ days, at $1.50	138.87	
1 laborer, 101¼ days, at $1.25	126.56	
1 laborer, 105 days, at $1.25	131.25	
1 laborer, 33¾ days, at $1.25	42.19	
1 laborer, 82¾ days, at $1.25	103.43	
1 labore, 5 days, at $1.25	6.25	

Wages of mechanics and laborers, etc.—Continued.

1 laborer, 51¼ days, at $1.25	$64.06
1 laborer, 49¾ days, at $1.25	62.18
1 paver, 38 days, at $2	76.00
1 laborer, 45½ days, at $1.50	68.25
1 laborer, 53 days, at $1; 128 days, at 75 cents	149.00
1 tool boy, 107 days, at $1	107.00
1 laborer, 228 days, at $1.25	285.00
1 laborer, 3 days, at 50 cents	1.50
1 carpenter, 151½ days, at $2.80	424.20
1 laborer, 14 days, at $1.50	21.00
1 water boy, 165¾ days, at 50 cents	82.87
1 stone mason, 6 days, at $2.50	15.00
1 stone mason, 2 days, at $2.50	5.00
1 laborer, 27¼ days, at $1.75	47.69
1 laborer, 42¼ days, at $2	84.50
1 laborer, 4½ months, at $45	202.50
1 stone mason, 35 days, at $2.50	87.50
1 wagon and team, 41¼ days, at $3.50	144.38
1 mower and team, 5½ days, at $3.50	19.25
1 wagon and team, 45½ days, at $3.50	159.25
1 wagon and team, 9¼ days, at $3.50	32.37
1 wagon and team, 1 day, at $3.50	3.50
1 cart and horse, 44 days, at $1.75	77.00
1 cart and horse, 4 days, at $1.75	7.00
1 cart and horse, 4 days, at $1.75	7.00
1 cart and horse, 4 days, at $1.75	7.00
1 cart and horse, 57 days, at $1.75	99.75
1 cart and horse, 19 days, at $1.75	33.25
1 cart and horse, 24 days, at $1.75	42.00
1 cart and horse, 32 days, at $1.75	56.00
1 horse, 61 days, at 50 cents	30.50
1 horse, 3 days, at 50 cents	1.50
1 painter, 9 days, at $2.80	25.20
1 stone breaker, 147⅜ cubic yards, at 60 cents	88.60
1 stone breaker, 134½ cubic yards, at 60 cents	80.70
1 stone breaker, 105½ cubic yards, at 60 cents	63.05
Total	$10,045.18
Total expenditures	48,916.04
Balance, July 1, 1895	1,083.96

Detailed list of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from appropriation "National Zoological Park, 1895," from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Pay roll, services	1	$1,165.11	W. T. & F. B. Weaver, building, $45.43; fencing, $3.67; machinery, $59.69; water supply, $92.04; miscellaneous, $61.21; roads, $3	14	$265.04
Do	2	1,451.55	G. B. Mullin, bridges and culverts	15	30.00
Z. D. Gilman, miscellaneous	3	2.50	J. B. Kendall, fencing, etc	16	44.13
M. A. Tappan, miscellaneous	4	2.00	F. I. Ruppert, miscellaneous	17	5.00
Wyckoff, Seamans & Benedict, stationery, etc	5	4.50	Chas. H. Javins & Sons, food	18	13.10
Easton & Rupp, stationery, etc	6	3.41	J. H. Chesley & Co., building, $7.74; fencing, $3.75; miscellaneous, $3.60	19	15.09
Chas. T. Carter & Co., building material	7	11.80	Edw. S. Schmid, food, $7; miscellaneous, 25 cents	20	7.25
W. T. Galliher & Bro., lumber	8	45.00	P. Mann & Co., trees, plants, etc	21	.70
E. G. Wheeler, machinery, tools, etc	9	14.25	James H. McGill, building material	22	34.20
Byron S. Adams, stationery, etc	10	16.95	H. P. Gilbert, road material	23	22.42
Smith, Kline & French Co., paints, oils, etc	11	16.11			
B. A. Goodman, services	12	21.00			
B. McIntyre, granolithic pavement	13	50.25			

Detailed list of disbursements made by William W. Karr, disbursing clerk, **etc.—Cont'd.**

To whom paid.	Number of voucher.	Amount.
Capitol Hill Brick Co., water supply	24	$9.00
H. T. Burrows, bridges and culverts	25	62.60
J. J. Mahoney, food	26	18.60
Pay roll, services	27	1,474.45
Chas. Schneider, food	28	65.10
R. Carter Ballantyne, stationery, etc	29	4.60
Littlefield, Alvord & Co., fencing, etc	30	5.00
Leggat Bros., stationery, etc	31	5.15
Thos. Somerville & Sons, building, $133.27; water, $228.39	32	361.66
J. Dreifus & Co., machinery, etc	33	8.75
M. G. Copeland & Co., miscellaneous	34	5.25
Church & Stephenson, lumber	35	186.30
J. T. Walker Sons, building material	36	142.50
H. T. Burrows, road material	37	106.78
Pay roll, services	38	1,654.33
H. T. Burrows, roads, $282.38; riprap, $60.80	39	343.18
Allen Chase, surveying, etc	40	200.00
Charles Becker, paints, oils, etc	41	3.40
Thos. T. Keane, food	42	49.36
A. Routt, bridges and culverts	43	32.69
W. T. & F. B. Weaver, building, $38.01; fencing, $71.96; machinery, $51.32; miscellaneous, $32.19	44	193.48
H. T. Burrows, road material	45	444.43
Pay roll, services	46	1,508.17
Church & Stephenson, lumber	47	140.12
J. H. Anderson, riprap	48	86.25
W. A. Pate, miscellaneous	49	7.57
Albert L. Pitney, fencing, etc	50	19.50
Fred A. Schmidt, miscellaneous	51	5.47
P. Mann & Co., machinery, etc	52	2.30
M. A. Tappan, miscellaneous	53	23.38
Woodward & Lothrop, miscellaneous	54	4.25
W. T. Benton, miscellaneous	55	12.00
Remsburg & Elliott, miscellanous	56	2.85
John C. Parker, miscellaneous	57	8.00
Wm. H. Butler, miscellaneous	58	.75
J. Lohmann, miscellaneous	59	4.45
Allen Chase, surveying, etc	60	26.67
R. Carter Ballantyne, stationery, etc	61	.75
J. H. Chesley & Co., building, $30.30; fencing, $58.81; machinery, $12.30; miscellaneous, $9.56	62	110.97
Adams Express Co., freight, etc	63	193.30
Lewis Hopfenmaier, machinery, etc	64	44.55
Joseph Mace, freight, etc	65	7.76
James H. McGill, building, $14.25; bridges, etc., $57	66	71.25
W. H. Blackburne, traveling expenses	67	108.15
Smith, Kline & French Co., food	68	11.00
Fields & Trail, food	69	19.86
W. M. Galt & Co., food	70	130.30
Chas. Becker, paints, oils, etc	71	5.06
Thos. T. Keane, food	72	56.75
James L. Barbour & Son, miscellaneous	73	9.92
Chas. H. Javins & Sons, food	74	31.60
Shoemaker & Busch, miscellaneous	75	2.59
Capitol Hill Brick Co., road material	76	9.00
Thos. Somerville & Sons, water supply	77	70.18
A. Routt, bridges, etc	78	164.59
J. J. Mahoney, food	79	4.80
David Lawrence, miscellaneous	80	2.25
Chas. Schneider, food	81	$73.80
S. B. Hume & Son, miscellaneous	82	34.00
W. B. Moses & Sons, miscellaneous	83	2.75
G. B. Mullin, bridges, etc., $8.66; riprap, $123.32	84	130.98
J. B. Kendall, fences, etc	85	161.08
Frank Baker, traveling expenses	86	43.60
H. T. Burrows, road material	87	495.00
Pay roll, services	88	1,510.38
J. H. Anderson, road material	89	37.68
B. P. Watrous, food	90	15.68
Chas. H. Javins & Sons, food	91	19.50
Byron S. Adams, stationery, etc	92	2.25
R. A. Golden, food	93	6.55
King & Kiefer, miscellaneous	94	1.50
Charles Becker, paints, etc	95	5.46
Edw. S. Schmid, food	96	7.00
T. M. Bond, bridges, etc	97	78.00
H. T. Burrows, roads, $576.36; trees, etc., $24.65; bridges, $5	98	606.01
W. T. & F. B. Weaver, fencing, $80.93; machinery, $40.87; miscellaneous, $19.92; roads, $18.20	99	159.92
James H. McGill, fencing, $17.10; bridges, $88.35	100	105.45
L. H. Schneider's Son, machinery, etc	101	3.75
Thomas T. Keane, food	102	60.46
D. E. Buckingham, miscellaneous	103	25.00
Thomas Somerville & Sons, building material	104	24.12
Fields & Trail, food	105	20.38
Chesapeake and Potomac Telephone Co., post, etc	106	47.50
J. H. Chesley & Co., fencing, $24.62; machinery, $7.96; miscellaneous, $1	107	33.58
U. S. Express Co., freight, etc	108	1.60
A. Routt, trees, plants, etc	109	144.35
W. E. Reynolds, trees, plants, etc	110	100.00
Pennsylvania R. R. Co., traveling expenses	111	63.50
Pay roll, services	112	1,657.12
Church & Stephenson, lumber	113	262.79
Yellowstone National Park Transportation Co., traveling expenses	114	3.00
Danenhower & Co., food	115	98.50
Chas. T. Carter & Co., building material	116	24.15
S. S. Daish & Son, food	117	118.60
James O. Caton & Sons, miscellaneous	118	13.00
B. P. Watrous, food	119	22.48
W. E. Reynolds, trees, etc	120	56.00
T. M. Bond, building material	121	22.75
H. T. Burrows, road material, etc	122	410.42
A. Routt, trees, etc	123	95.37
Peter Henderson & Co., trees, etc	124	15.00
R. J. Shepherd, machinery, etc	125	13.00
Pay roll, services	126	1,696.53
Washington and Georgetown R. R. Co., miscellaneous	127	10.00
J. Edw. Chapman, fuel	128	59.66
J. H. Anderson, road material	129	43.80
Church & Stephenson, lumber	130	148.14
Fred. A. Schmidt, stationery, etc	131	1.20
H. T. Burrows, road material	132	489.00
W. T. & F. B. Weaver, building, $125.96; fencing, $8.34; machinery, $10.43; miscellaneous, $11.90; bridges, etc., $25.08	133	181.71
R. S. Cole, trees, etc	134	5.00
J. W. Magarity, building material	135	40.75
E. B. Bowling, agent, freight, etc	136	10.76
J. H. Chesley & Co., machinery, etc., $2.60; miscellaneous, $9.75	137	12.35

Detailed list of disbursements made by William W. Karr, disbursing clerk, etc.—Cont'd.

To whom paid.	Number of voucher.	Amount.
J. B. Kendall, building material, $14.52; miscellaneous, 60 cents	138	$15.12
J. Lohmann, miscellaneous	139	1.00
B. P. Watrous, food	140	19.20
A. Routt, trees, etc	141	33.14
J. H. Anderson, road material	142	30.60
H. T. Burrows, road material	143	423.06
Pay roll, services	144	1,485.80
R. A. Golden, food	145	15.40
Chas. Schneider, food	146	183.30
R. Dorsey Mohun, freight, etc	147	243.33
V. Baldwin Johnson, fuel	148	298.80
W. E. Reynolds, trees, etc	149	55.00
Danenhower & Co., food	150	220.00
Chas. Becker, paints, etc	151	21.48
Wm. H. Butler, paints, etc	152	42.05
Lipphard & Lockie, miscellaneous	153	3.75
King & Kiefer, miscellaneous	154	.75
W. A. Pate, miscellaneous	155	.45
Thos. Somerville & Sons, road material	156	7.50
Capitol Hill Brick Co., road material	157	9.00
The Hygienic Ice Co., miscellaneous	158	27.83
Thos. T. Keane, food	159	65.73
James H. McGill, bridges, etc	160	33.20
Wm. H. Blackburne, traveling expenses	161	13.20
Chas. G. Smith & Son, road material	162	509.93
H. T. Burrows, road material	163	264.00
J. H. Anderson, road material	164	56.40
Pay roll, services	165	1,562.52
Dexter & Co., miscellaneous	166	.55
H. T. Burrows, road material	167	335.41
W. T. & F. B. Weaver, building, $80.06; machinery, $8.50; miscellaneous, $17.57	168	106.13
Fred. A. Schmidt, stationery, etc	169	3.00
John C. Parker, miscellaneous	170	.60
Chas. T. Carter & Co., building material	171	6.40
Easton & Rupp, stationery, etc	172	2.88
Chas. Schneider, food	173	81.00
Jas. L. Barbour & Son, miscellaneous	174	9.92
J. H. Wilkerson, miscellaneous	175	10.00
Chas. Becker, paints, etc	176	4.40
B. P. Watrous, food	177	17.44
J. H. Chesley & Co., fencing, $78.56; machinery, $5.70	178	84.26
Leggat Bros., stationery, etc	179	2.10
Church & Stephenson, lumber	180	63.84
R. A. Golden, food	181	19.75
J. B. Kendall, fencing, etc	182	15.34
Pay roll, services	183	1,310.37
Fisher & Johnson, building material	184	90.90
Wm. Ramsay, miscellaneous	185	1.00
Thos. Somerville & Sons, road material	186	12.75
Remsburg & Elliott, miscellaneous	187	13.82
Fields & Trail, food, $8.16; miscellaneous, $3.77	188	11.93
S. S. Daish & Son, food	189	295.02
E. Hofer, miscellaneous, $20; freight, $147.50	190	167.50
James H. McGill, building material, $44.95; miscellaneous, $2; bridges, $22.80	191	69.75
J. H. Anderson, road material	192	63.00
Pay roll, services	193	1,289.99
F. H. Horsford, trees, etc	194	18.25
F. Bangerter, food	195	13.25
Hugh Reilly, paints, etc	196	1.12
W. A. Pate, miscellaneous	197	.50
The Edwards & Docker Co., stationery, etc	198	2.00
O. B. Jenkins, miscellaneous	199	$26.50
F. I. Ruppert, miscellaneous	200	5.00
J. H. Anderson, roads	201	31.80
Frank Dail, horse carts	202	36.00
W. T. & F. B. Weaver, water supply, $13.95; tools, $1.80; miscellaneous, $12.08	203	26.83
Fisher & Johnson, building material	204	51.43
V. Baldwin Johnson, fuel	205	11.27
B. F. Guy & Co., miscellaneous	206	7.65
James H. McGill, fencing, etc	207	90.20
J. Lohmann, miscellaneous	208	1.60
L. H. Schneider's Son, tools	209	2.34
P. Mann & Co., fertilizers, $28; miscellaneous, 50 cents	210	28.50
Edw. S. Schmid, food	211	33.65
Wyckoff, Seamans & Benedict, miscellaneous	212	6.30
Capitol Hill Brick Co., road material	213	9.00
Chas. Becker, paints, oils, glass	214	22.96
J. H. Chesley & Co., miscellaneous, $1.80; fencing and caging, $32.03	215	33.83
C. O. Chenault, freight and transportation	216	45.80
Pay roll, services	217	1,077.99
W. M. Galt & Co., food	218	108.24
I. P. Roosa, freight and transportation	219	12.82
Chas. Schneider, food	220	83.70
John B. Daish, food	221	145.86
R. A. Golden, food	222	17.60
Forest and Stream Publishing Co., books	223	3.00
Chesapeake and Potomac Telephone Co., telephones	224	47.50
J. B. Kendall, fencing, etc	225	81.68
Church & Stephenson, lumber	226	24.47
Chas. G. Smith & Son, road material, $168.56; fencing, $26.48	227	195.04
Wm. M. Lowe, lumber	228	25.37
B. P. Watrous, food	229	13.08
B. A. Goodman, services	230	14.25
Fred A. Schmidt, stationery	231	.25
Thos. Somerville & Sons, water supply	232	28.70
Remsburg & Elliott, miscellaneous	233	1.28
Smith, Kline & French Co., seed	234	12.43
Geo. F. Muth & Co., stationery	235	.96
A. J. Wells Manufacturing Co., books	236	2.00
Olmsted, Olmsted & Eliot, surveying, plans, etc	237	200.00
Geo. W. Knox Express, freight	238	1.25
Adams Express Co., freight	239	6.00
Do	240	2.95
Do	241	57.35
Mutual District Messenger Co., miscellaneous	242	.45
Pay roll, salaries	243	1,203.95
United States Express Co., freight	244	1.50
Harry G. Isel, miscellaneous	245	.50
Mackall Bros. & Flemer, paints, oils, etc	246	1.63
Northern Pacific R. R. Co., transportation	247	67.85
John B. Daish, food	248	207.50
F. Hardman, freight, transportation, etc	249	2.50
Western Union Telegraph Co., telegrams	250	4.06
C. O. Chenault, freight, transportation, etc	251	16.00
Charles G. Smith & Son, road material	252	247.02
W. T. & F. B. Weaver, miscellaneous	253	10.93

Detailed list of disbursements made by William W. Karr, disbursing clerk, etc.—Cont'd.

To whom paid.	Number of voucher.	Amount.
Edw. L. Dent, fencing	254	$24.48
Pay roll, salaries	255	977.21
Adams Express Co., freight	256	57.80
B. P. Watrous, food	257	15.52
B. F. Guy & Co., miscellaneous	258	1.00
Charles Schneider, food	259	83.70
R. A. Golden, food	260	16.80
Melville Lindsay, miscellaneous	261	4.65
J. B. Kendall, building material, $15.60; fencing, $4.52	262	20.12
Thos. Somerville & Son, building material, $1.49; water supply, $14.45	263	15.94
Edw. S. Schmid, food	264	14.15
L. H. Schneider's Sons, tools	265	4.35
Charles Becker, paints, oils, glass, etc	266	23.15
Fields & Trail, miscellaneous, 40 cents; food, $13.44	267	13.80
Albinson & Chase, miscellaneous	268	4.40
James H. McGill, road material	269	5.70
Thomas T. Keane, food	270	135.83
F. Bangerter, food	271	13.00
Pay roll, salaries	272	986.79
United States Express Co., freight	273	2.00
Easton & Rupp, stationery	274	7.01
J. Lohman, miscellaneous supplies	275	7.30
Dexter & Co., miscellaneous supplies	276	.73
Chas. Schneider, food	277	75.60
Fields & Trail, miscellaneous, $1.80; food, $7.50	278	9.30
J. H. Chesley & Co., machinery, tools, etc	279	1.20
B. P. Watrous, food	280	13.52
John B. Daish, food	281	192.41
Smith, Kline & French Co., food	282	13.09
R. A. Golden, food	283	14.40
Remsburg & Elliott, miscellaneous supplies	284	4.38
Pay roll, salaries	285	1,079.17
W. T. & F. B. Weaver, buildings, $5.69; machinery, $9.96; miscellaneous, $12.56	286	28.21
H. T. Burrows, road material	287	42.75
Edw. S. Schmid, food	288	14.00
B. Westermann & Co., stationery, books, etc	289	3.76
Church & Stephenson, miscellaneous, $8; lumber, $35.70	290	43.70
Western Union Telegraph Co., telegrams	291	3.95
Herman Baumgarten, stationery	292	.75
James L. Barbour & Son, miscellaneous supplies	293	9.92
Charles Becker, paints, oils, etc	294	3.86
V. Baldwin Johnson, fuel	295	205.78
Thos. T. Keane, food	296	64.30
Lewis Hopfenmaier, building material	297	60.00
Pay roll, salaries	298	1,054.54
F. Hardman, freight and transportation, etc	299	15.00
Frank Rich, freight and transportation, etc	300	24.00
Thos. T. Keane, food	301	63.09
R. Carter Ballantyne, stationery	302	6.72
Anson Mills, freight and transportation	303	21.50
Morris L. Orum, machinery, etc	304	4.55
H. R. Case, miscellaneous supplies	305	3.00
Easton & Rupp, stationery	306	1.50
John B. Daish, food	307	185.68
Thos. T. Keane, food	308	72.20
B. P. Watrous, food	309	16.80
R. A. Golden, food	310	19.80
Chesapeake and Potomac Telephone Co., postage, telegrams, etc	311	$47.50
Edw. S. Schmid, food	312	22.20
Adams Express Co., freight	313	.75
Charles Becker, paints, oils, etc	314	17.40
Pay roll, salaries	315	1,068.54
J. B. Kendall, fencing and cage material	316	2.24
L. H. Schneider's Son, miscellaneous supplies	317	1.00
J. H. Chesley & Co., miscellaneous supplies	318	2.06
Fields & Trail, food $15.41; miscellaneous, $4.50	319	19.91
Church & Stephenson, lumber, $8.14; miscellaneous, $4	320	12.14
W. T. & F. B. Weaver, miscellaneous	321	2.71
J. Louis Loose, trees, plants, etc	322	20.00
Littlefield, Alvord, & Co., freight and transportation	323	24.30
Pay roll, salaries	324	1,038.78
Woodward & Lothrop, miscellaneous	325	2.65
Washington City post-office, postage	326	5.00
Jno. B. Daish, food	327	218.94
Jno. C. Parker, stationery, etc	328	1.75
T. R. Mitchell, stationery, etc	329	4.00
Geo. Maier, stationery, etc	330	2.25
G. B. Gainer, miscellaneous	331	1.00
Joseph Mace, freight and transportation	332	8.51
R. A. Golden, food	333	22.00
L. H. Schneider's Son, machinery, tools, etc	334	3.30
P. Mann & Co., miscellaneous, 91 cents; nursery stock, 30 cents	335	1.21
B. P. Watrous, food	336	18.64
Chas. Schneider, food	337	164.70
J. H. Chesley & Co., miscellaneous, $3.86; machinery, $13.28; fencing, $8.10	338	25.24
Fields & Trail, food	339	9.92
Thos. T. Keane, food	340	82.39
Pay roll, salaries	341	1,130.97
J. H. Anderson, grading	342	144.00
O. B. Jenkins, miscellaneous	343	10.75
W. T. & F. B. Weaver, machinery, $4; miscellaneous, $8.37	344	12.37
Evergreen Nursery Co., trees, plants, etc	345	30.25
A. B. Baker, traveling expenses	346	7.85
J. Ewd. Chapman, fuel	347	11.80
Washington Post Co., miscellaneous	348	6.56
Pay roll, salaries	349	1,107.54
J. B. Kendall, fencing and cage material	350	4.84
Chas. Becker, paints, oils, etc	351	5.36
Smith, Kline & French Co., food	352	12.43
Sam'l C. Moon, trees, plants, etc	353	38.00
Herbert A. Jackson, trees, plants, etc	354	83.20
F. G. Pratt, trees, plants, etc	355	23.50
Alex. Kerr, Bro. & Co., miscellaneous	356	2.25
Thos. Meehan & Sons, trees, plants, etc	357	16.00
Thos. Somerville & Sons, water supply and sewerage	358	21.59
Capital Publishing Co., miscellaneous	359	2.50
Evening Star Newspaper Co., miscellaneous	360	5.78
Jno. B. Daish, food	361	199.08
W. A. Pate, miscellaneous	362	1.50

Detailed list of disbursements made by William W. Karr, disbursing clerk, etc.—Cont'd.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Fred. A. Schmidt, stationery	362	$0.68	Smith, Kline & French Co., food, $1.25; paints, oils, etc., $5.37	374	$6.62
T. R. Mitchell, stationery, printing, etc	363	70.20	Mackall Bros. & Flemer, paints, oils, etc	375	1.63
Z. D. Gilman, miscellaneous	365	.50	James H. McGill, fencing	376	14.25
Chas. Schneider, food	366	83.70	Pay roll, salaries	377	887.84
B. P. Watrous, food	367	22.56	Thos. T. Keane, food	378	87.97
Fields & Trail, food	368	7.50	Peter Henderson & Co., trees, plants, etc	379	20.95
V. Baldwin Johnson, fuel	369	5.50	Parsons & Sons Co., trees, plants, etc	380	15.25
Pay roll, salaries	370	899.57			
Wm. Hunter, stationery, books, etc	371	1.00	Total disbursements	.....	48,916.04
R. A. Golden, food	372	28.00	Balance July 1, 1895	.....	1,083.96
Washington and Georgetown R. R. Co., miscellaneous	373	5.00			

ENTRANCE AND DRIVEWAY, ZOOLOGICAL PARK, DISTRICT OF COLUMBIA, 1895 AND 1896.

Appropriation by Congress, "for continuing the entrance into the Zoological Park from Woodley Lane, and opening driveway into Zoological Park from said entrance along the west bank of Rock Creek, five thousand dollars, to be immediately available, which sum is hereby appropriated out of any money in the Treasury not otherwise appropriated, one-half chargeable to the revenues of the District of Columbia" $5,000.00

Salaries or compensation: (Sundry civil act, Aug. 18, 1894.)

9 laborers, 144⅝ days, at $1.50	$216.88	
4 laborers, 90 days, at $1.25	112.49	
1 water boy, 43¼ days, at 50 cents	21.63	
1 wagon and team, 20 days, at $3.50	70.00	
1 wagon and team, 5 days, at $3.50	17.50	
		438.50

General expenses:

Drawing instruments, etc	$83.98	
Grading	2,086.65	
Machinery, tools, etc	166.20	
		2,336.83
Total disbursements		2,775.33
Balance July 1, 1895		2,224.67

Detailed list of disbursements made by William W. Karr, disbursing clerk, Smithsonian Institution, from appropriation "Entrance and Driveway, Zoological Park, District of Columbia, 1895–1896," from July 1, 1894 to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
Buff & Berger, machinery, tools, etc	1	$166.20	Pay roll, services	8	$102.50
Pay roll, services	2	110.01	Skinner & Burrows, grading	9	1,307.25
Do	3	44.99	Pay roll, services	10	88.25
H. T. Burrows, removing top soil	4	32.40	Total disbursements	.....	2,775.33
Skinner & Burrows, grading	5	747.00			
Pay roll, services	6	92.75	Balance July 1, 1895	.....	2,224.67
Fred. A. Schmidt, drawing instruments, material, etc	7	83.98			

NATIONAL ZOOLOGICAL PARK, 1894.

Balance July 1, 1894, as per last report $1,537.41

Expenditures from July 1, 1894, to June 30, 1895.

Building material	$2.00
Freight and transportation	100.57
Food for animals	371.74
Iron, steel, fencing, hardware, etc	42.46
Miscellaneous supplies	171.90
Paints, oils, etc	10.70
Stationery, printing, etc	12.50
Services	89.88
Surveying, plans, etc	495.00
Total expenditure July 1, 1894, to June 30, 1895	$1,296.75
Balance July 1, 1895	240.66

Detailed list of disbursements made by William W. Karr, disbursing clerk Smithsonian Institution, from appropriation "National Zoological Park, 1894," from July 1, 1894, to June 30, 1895.

To whom paid.	Number of voucher.	Amount.	To whom paid.	Number of voucher.	Amount.
James W. Cotton, laundering	387	$3.00	J. H. Anderson, services	413	$14.88
Orin Bruce, transportation	388	20.42	C. E. Hoover, food	414	168.45
United States Express Co., freight	389	24.70	W. H. Butler, paint	415	2.50
J. J. Mahoney, food	390	23.20	Remsburg & Elliott, supplies	416	8.35
Albert L. Pitney, hardware	391	13.20	Hygenic Ice Co., supplies	417	1.98
W. T. & F. B. Weaver, hardware	392	13.76	P. Mann & Co., supplies	418	3.45
Joseph Mace, freight	393	7.75	Church & Stephenson, lumber	419	18.18
Thos. Somerville & Sons, supplies	394	12.75	Western Union Telegraph Co., telegrams	420	1.55
J. B. Kendall, supplies	395	27.13	Edwards & Docker, books	421	4.00
T. R. Mitchell, stationery	396	12.50	N. D. C. Hodges, books	422	2.56
Feddeman & Earle, fencing	397	12.50	United States Express Co., freight	423	2.80
Forest and Stream Publishing Co., books	398	2.00	Adams Express Co., freight	424	2.90
J. H. Chesley & Co., hardware	399	3.00	Fred A. Schmidt, supplies	425	8.00
Fred A. Schmidt, supplies	400	11.00	Allen Chase, surveying	426	20.00
Chas. H. Javins & Sons, food	401	13.00	Wm. Ramsay, supplies	427	1.50
Melville Lindsay, apparatus	402	3.75	B. F. Stevens, books	428	7.50
Chas. Schneider, food	403	63.00	E. Hofer, services	429	75.00
J. Lohmann, supplies	404	2.15	C. O. Chenault, freight	430	42.00
Chas. Becker, paints, oils, etc	405	8.20	Olmsted, Olmsted & Eliot, plans	431	200.00
Chesapeake and Potomac Telephone Co., telephone	406	47.50	Wm. Wesley Son, books	432	1.48
C. E. Hoover, food	407	88.76	Western Union Telegraph Co., telegrams	433	.32
J. T. Walker Sons, lime	408	2.00			
S. S. Daish & Son, food	409	10.85	Total disbursements		1,296.75
Fields & Trail, food	410	4.48			
Glenn Brown, plans, maps, etc	411	275.00	Balance July 1, 1895		240.66
Woodward & Lothrop, supplies	412	3.75			

NATIONAL ZOOLOGICAL PARK, 1893.

Balance July 1, 1894, as per last annual report $0.02

Balance carried, under the provisions of Revised Statutes, section 3090, by the Treasury Department to the credit of the surplus fund June 30, 1895.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 134.

BRIDGET LANE.

LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING

The claim of Bridget Lane, postmaster at Summit, N. J., for a credit on account of loss by burglary.

JANUARY 11, 1896.—Referred to the Committee on Claims and ordered to be printed.

OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., January 10, 1896.

SIR: In compliance with the provisions of the act of Congress approved May 9, 1888 (25 Stat., p. 135), I have the honor to transmit herewith the claim of Bridget Lane, postmaster at Summit, N. J., for credit on account of loss by burglary November 20, 1895, with copy of a report made by an inspector of this Department, from which it appears that postal funds to the amount of $605.22 and postage stamps of the value of $5,342.60 were stolen, without fault or negligence on the part of the postmaster.

I respectfully recommend that authority be granted to credit the account of the said postmaster with the amounts mentioned.

Very respectfully,

WM. L. WILSON,
Postmaster-General.

Hon. THOS. B. REED,
Speaker of the House of Representatives.

[Case No. 11551, D.]

POST-OFFICE DEPARTMENT,
OFFICE OF POST-OFFICE INSPECTOR,
Jersey City, N. J., December 26, 1895.

SIR: Regarding above-numbered case I have the honor to report that the post-office at Summit, N. J., was entered by burglars on the night of November 19 last, or early in the morning of the 20th, and robbed of postage stamps and postal funds to the value of $5,947.82.

The post-office at Summit is located in a new three-story brick building, and occupies the first floor, the other portions being used as office rooms of various kinds. Entrance was effected through a back cellar way, and the back door of the office, secured by a lock in the center and two bolts above and below, was forced; a burglar-alarm wire cut, and the safe drilled and blown open. In the office, next morning, a crowbar and sledge hammer were found, which were afterwards claimed by

a blacksmith in the neighborhood whose shop had been broken into, and a brace and bit, apparently new, and which has not thus far been traced or identified.

At the time of the burglary I was at Easton, Pa., and was unable to reach Summit until late in the afternoon after the robbery. When I reached the place there seemed to be some clews, which thus far have yielded no result, but the hunt has by no means been given up, and we still have hopes of the ultimate capture of the perpetrators.

The stock of stamps on hand was somewhat large, but by no means excessive in view of the time required to obtain stamps from the contractor after the postmaster's order, and the additional demand during the political campaign and the holiday season, for which the postmaster was required to make provision in her order of October 1.

Mrs. Lane, the postmaster, is a most competent and worthy official, careful and conscientious in the discharge of her duties, and the loss was occasioned through no carelessness or want of foresight on her part, but, on the contrary, when she assumed the duties of her office, believing the fireproof safe furnished to be insecure, she had made an arrangement with the Summit Bank, a strong and reliable institution, to keep for her all postal funds and surplus stock. This practice was continued until forbidden by letter from the Third Assistant Postmaster-General, under date of April 2 last; and from that date the money, etc., was kept in the only available place—the office safe.

In addition to the loss in stamps and postal funds the postmaster lost some $150 of her private funds which happened to be in the safe at the time. All of the stamps and moneys were in the safe, which was securely locked when the office was closed on the night of November 19; and the postmaster is entirely free from blame or criticism, and should be reimbursed for the loss incurred of Government securities and funds.

The actual loss, as ascertained by count immediately after the robbery, and verified by me within twelve hours thereafter, is as follows:

STAMP ACCOUNT.

On hand October 31, 1895		$5,810.39
Sales up to and including November 19, 1895		465.00
		5,345.39
Stamps on hand after robbery		2.79
Stamps stolen		5,342.60

POSTAL-FUND ACCOUNT.

On hand October 31, 1895		$48.50
Received from sales of stamps	$465.00	
Received from sales of postal cards	26.00	
Received from sales of stamped envelopes	52.00	
Received from box rents	72.75	
		615.75
Total to be accounted for		664.25
Paid on account of postmaster's salary	$49.05	
Cash found in débris	4.06	
Paid on account of special-delivery letters	5.92	
		59.03
Amount in safe and stolen		605.22

Total loss:

In stamps	5,342.60
In cash	605.22
	5,947.82

The postal cards and stamped envelopes were untouched, and an envelope containing the money-order funds (several hundred dollars), which was kept in the safe, was found after the robbery, unharmed, among the débris, as were several registered letters containing a considerable amount of money.

The necessary affidavits in the case have already been forwarded, with the postmaster's claim, and are now on file in the Department.

Very respectfully,

CHAS. F. LEWIS,
Post-office Inspector.

STATE OF NEW JERSEY, *County of Union, ss.:*

On this 13th day of December, 1895, before the undersigned, a notary public in and for said county and State, appeared Bridget Lane, who, being duly sworn on oath, says that she was postmaster at Summit, in the county of Union and State of New Jersey, on the 20th of November, 1895; that on said date, at about 3 o'clock in the morning, the post-office was entered by burglars and the safe blown open, and locks on the cash drawers broken. She further states that the rear door through which said burglars entered the office was securely fastened by two bolts and two locks; that the safe was locked by combination lock; that the three money drawers were also locked.

She further states that burglars forced entrance to the post-office by breaking the bolts and locks and that they used dynamite or nitroglycerin to force entrance to the safe.

She further states that the wires attached to a burglar-alarm bell located in said office, were also cut, preventing ringing of said burglar bell.

She further states that her entire stock of postage stamps and cash for stamped paper, postal card sales, key-deposit fund, and box-rent money from November 1 to November 20, 1895, was in the safe and money drawers; that the amounts in the money drawers were only enough for business early in the morning before safe was open, and with this exception everything else was in the safe.

She further states that the robbery was discovered about 5.30 a. m. of November 20 by Charles W. Swain, a clerk in the post-office, whose duty it was to open the office for the first mail to arrive at 5.35 a. m.; that after discovering the robbery he immediately notified her, and that she notified Chief of Police Kelly, Post-Office Inspector Lewis at Jersey City, inspector in charge at Philadelphia, also general post-office inspector at Washington; that she caused to be printed at once and forwarded by 8.20 a. m. mail 100 postal cards to different towns and cities in this vicinity; that she also caused to be sent about 25 telegrams to chiefs of police in this vicinity, and as a result of such telegrams the horse and wagon used by the burglars, which was also stolen in Summit, was found in Newark, N. J.

She further states that every clew has been looked after, but without success; that she has offered a reward of $200 for arrest and conviction of the thieves, $300 for return of property, and $100 for any evidence that will lead to the arrest and conviction.

She further states that it had been her custom to deposit the postal funds of said office in the Summit Bank, a notice of which had been sent to the Post-Office Department in accordance with Postal Laws, and that under instructions received April 2, a copy of which is herewith attached, she was compelled to withdraw said funds from Summit Bank and keep said funds in the safe in the post-office, there being no national bank in Summit.

She further states that it had been the rule to leave a light burning in the post-office all night to assist the policemen on duty in watching the post-office, and of her own knowledge she knows the gas was burning when she closed the office on November 19, and she was informed by Charles W. Swain, a clerk in the office, that the office was in total darkness on his arrival at 5.30 in the morning of November 20.

BRIDGET LANE, *Postmaster.*

Sworn and subscribed before me this 13th day of December, A. D., 1895.

[SEAL.] E. G. POTTER, *Notary Public.*

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., April 2, 1895.

SIR: In reply to your letter addressed to the Postmaster-General, you are informed that section 136 of the postal regulations requires that if a postmaster desires to deposit, temporarily, the postal funds of his office, a national bank must be selected for that purpose.

You must, therefore, discontinue depositing in the Summit Bank.

Yours, very respectfully,

KERR CRAIGE,
Third Assistant Postmaster-General.

B. LANE,
Postmaster, Summit, Union County, N. J.

POST-OFFICE AT SUMMIT, N. J.

Bridget Lane, postmaster, claims credit for loss sustained in the burglary of her post-office on the 20th November, 1895, a. m.

Amount claimed	$5,342.60
Amount saved	573.24
Reported amount of stamps, etc., on hand September 30, 1895, as per returns to the Auditor	7,223.45
Sent on subsequent orders, prior to November 20, 1895	
Total	7,223.45
Deduct estimated sales for fifty days (the average daily sales being $24.77)	1,238.50
Leaving the probable amount on hand at close of business on November 19, 1895	5,994.95
Amount saved	573.24
	5,421.71
Sales fourth quarter, 1894	2,278.81

KERR CRAIGE,
Third Assistant Postmaster-General.

[Indorsed.]

OFFICE OF ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., December 10, 1895.

Respectfully referred to the Third Assistant Postmaster-General, and his attention called to the inclosed statement of the claim of the postmaster at Summit, county of Union, State of New Jersey.

Please return this with such information as you may have in your office bearing upon the claim; particularly as to the amount of postage stamps, stamped envelopes, newspaper wrappers, and postal cards in the hands of the postmaster at the time of the alleged loss.

Please reply on the inside of this sheet.

JOHN L. THOMAS,
Assistant Attorney-General, Post-Office Department.

CLAIM FOR CREDIT OR REIMBURSEMENT UNDER ACTS OF MARCH 17, 1882, AND MAY 9, 1888.

STATE OF NEW JERSEY, *County of Union, ss.:*

On this 9th day of December, 1895, before the undersigned, a notary public in and for said county and State, personally appeared Bridget Lane, who, being by me first duly sworn, on oath says that she was postmaster at Summit, in the county of Union and State of New Jersey, on the 20th day of November, 1895; that on said date and at about 3 o'clock in the morning, as nearly as she can determine, she sustained losses in the amounts and of the character hereinafter set forth, and for which she claims credit; that the said losses did not result from any fault or negligence on the part of affiant, but from a burglary, the circumstances of which are fully set forth in the affidavit which accompanies this claim; that after the said loss occurred there remained in affiant's possession postage stamps and stamped paper of all kinds and descriptions of the value of $573.24, and no more, and that the value of the stamps and stamped paper so lost is shown by the following calculation:

Stamps, etc., on hand at end of previous quarter, ending September 30, 1895	$3,539.17
Stamps, etc., received from October 1, 1895, to date of loss	3,684.28
Total to be accounted for	7,223.45
Stamps, etc., sold from beginning of quarter to date of loss	1,307.61
Leaving on hand before the loss occurred	5,915.84
Stamps, etc., on hand after loss occurred (including all stamps, etc., damaged and returned to the Department)	573.24
Lost or destroyed	5,342.60

That the amount of postal funds lost by the said burglary is, to the best of affiant's knowledge and belief, shown by the following statement of accounts, viz:

Cash balance on hand at end of previous quarter (key deposit)	$48.50
Cash received from end of previous quarter to date of loss:	
Cash received from the sale of stamps and other stamped paper	1,307.61
Cash received from box rents	143.75
Total to be accounted for	1,499.86
Cash deposited, from beginning of quarter to date of loss	$510.61
Cash used by postmaster on salary account	232.05
Cash paid clerks and employees	133.00
Cash paid for other authorized expenditures (special delivery)	14.92
Cash transferred to money-order account	
Cash on hand after the loss occurred	4.06
Total accounted for	894.64
Cash (postal funds) lost by	605.22

Affiant therefore claims credit or reimbursement for the following amounts, lost as aforesaid, viz:

For postage stamps, stamped envelopes, newspaper wrappers, and postal cards, $5,342.60; for postal funds, $605.22 (including key-deposit funds, $48.50), or for such other amounts as may be found justly due her.

BRIDGET LANE, *Postmaster.*

Subscribed and sworn to before me this 9th day of December, A. D. 1895.

[SEAL.] E. G. POTTER, *Notary Public.*

BRIEF AND OPINION.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., —— ——, 18—.

In re Bridget Lane, postmaster, Summit, N. J.

Claim for credit on account of loss by burglary November 20, 1895, as follows, viz:

Postal funds	$605.22
Postage stamps	5,342.60

BRIEF.

It appears from the evidence in this case that the post-office was broken into by burglars at about 3 a. m. on the date mentioned, the postmaster's safe blown open and rifled of its contents, including the money and postage stamps for which credit is claimed. The burglars effected entrance to the premises through a rear cellar, cut the wire of a burglar alarm, forced open the rear door of the office, which was unusually well secured, drilled into the safe, inserted some explosive, and blew the safe open.

An inspector of the Department reached the post-office about twelve hours after the burglary occurred, and after examination of the postmaster's accounts, corroborated her statement concerning the amount of postal funds and stamps stolen by the burglars; he also states that the postmaster is "a most competent and worthy official, careful and conscientious in the discharge of her duties," and that "the loss was occasioned through no carelessness or want of foresight on her part." By way of illustration, he states that when the postmaster took charge of the office, she was of opinion that the fireproof safe in the office was not a safe place of deposit for large amounts of money and postage stamps, and therefore made arrangements with a local bank to deposit therein her surplus stamps and funds. This arrangement appears to have continued until the postmaster, having some doubt whether she was authorized to make such an arrangement, addressed the Third Assistant Postmaster-General on the subject, and was informed, by letter dated April 2, 1895, that she was not authorized to deposit postal funds in any but a national bank or a Government depository. She appears to have construed the term "postal funds" to include postage stamps, and therefore withdrew not only the postal funds but the stamps from the bank, and thereafter kept them in the safe in her office, from which they were stolen.

There is a slight discrepancy ($4.20) between the statement of the inspector and the monthly report of the postmaster, concerning the amount of the stamps for which the latter was accountable at the time the burglary occurred; the discrepancy is explained, however, by an error in addition of the items in the monthly statement. The calculation of the inspector fully sustains that submitted by the postmaster in her claim.

The stock of stamps carried by the postmaster appears to have been unnecessarily large, being about three times as great as required for the sales of a single quarter, although the inspector was of opinion that the political campaign then pending and the approaching holiday season required a considerably greater amount of stamps than usual. Whether this be a satisfactory explanation or not, there appears to have been nothing worse than bad judgment on the part of the postmaster in making requisitions in excess of her actual needs, and as these requisitions appear to have been honored by the Department without question, it is to be presumed that they were sanctioned. The postmaster is not, therefore, chargeable with "fault or negligence" in the premises.

In view of all the facts in the case there is no reason whatever to doubt that the money and stamps for which credit is asked were lost by burglary as claimed, or to believe that the loss resulted from any fault or negligence on the part of the postmaster, who is, in my opinion, clearly entitled to the credits claimed.

JOHN L. THOMAS,
Assistant Attorney-General for the Post-Office Department.

STATE OF NEW JERSEY, *County of Union, ss.:*

On this 13th day of December, 1895, before the undersigned, a notary public in and for said county and State, appeared Charles W. Swain, who, being duly sworn, on oath says that he was a clerk in the post-office at Summit, county of Union, State of New Jersey, on the 20th of November, 1895; that it is his duty to open said post-office about 5.30 in the morning for the arrival of the first mail due at 5.35; that on November 20, on his arrival at the post-office, he discovered the gaslight out and the office in total darkness; that he immediately made an examination and discovered the rear door open, the safe open and door broken, and the locks on three money drawers broken.

He further says that he immediately notified the postmaster and chief clerk, John J. Lane, at their homes, and returned to the post-office.

CHARLES W. SWAIN.

Sworn and subscribed before me this 13th day of December, A. D. 1895.

[SEAL.] E. G. POTTER, *Notary Public.*

STATE OF NEW JERSEY, *County of Union, ss.:*

On this 13th day of December, 1895, before the undersigned, a notary public in and for said county and State, appeared John J. Lane, who, being duly sworn, on oath says that he was chief clerk in the post-office at Summit, county of Union, State of New Jersey, on the 20th day of November, 1895; that it is one of his duties to close the post-office at the closing hour, 7.30 p. m., and that on November 19 he closed the post-office securely, bolting and locking all the doors and windows.

He further states that he saw the postmaster lock the safe, and knows the office and safe were securely locked and closed on the night of November 19.

He further states that about 5.40 in the morning of November 20 he was informed by Chas. W. Swain, a clerk in the post-office, that the office had been entered by thieves and the safe door broken.

He further states that he went at once to the post-office and commenced a search for the thieves and property taken, and has assisted in tracing every clew which would lead to the arrest of thieves or return of property.

JOHN J. LANE.

Sworn and subscribed before me this 13th day of December, A. D. 1895.

[SEAL.] E. G. POTTER, *Notary Public.*

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 135.

WASHINGTON AQUEDUCT.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

With letter of the Chief of Engineers, report of the engineer officer formerly in charge of the Washington Aqueduct, inviting attention to the fact that certain buildings encroach upon the Government land, and inclosing certain plans, correspondence, and recommendations.

JANUARY 13, 1896.—Referred to the Committee on the District of Columbia ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., January 11, 1896.

SIR: I have the honor to transmit herewith a report, dated September, 1895, from Col. George H. Elliot, Corps of Engineers (retired), the engineer officer formerly in charge of the Washington Aqueduct, inviting attention to the fact that certain buildings, the property of Margaret Shugrue, Caroline Lochboehler, and John R. Scott, encroach upon the Government land pertaining to the aqueduct, plats of the encroachment and correspondence bearing on the subject being inclosed with said report, and recommending that in view of the facts recited by him action be taken by Congress permitting the sale of the land involved to the parties named, and to which end he submits the accompanying draft of a bill authorizing such sale.

I concur with the Chief of Engineers in the views of the engineer officer, and accordingly submit the matter with recommendation for favorable action.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., January 6, 1896.

SIR: By letter of February 19, 1895, the Secretary of War transmitted to Congress a report from Col. George H. Elliot, Corps of Engineers, at that time in charge of the Washington Aqueduct, inviting attention to the fact that certain buildings, the property of Mar-

There is a slight discrepancy ($4.20) between the statement of the inspector and the monthly report of the postmaster, concerning the amount of the stamps for which the latter was accountable at the time the burglary occurred; the discrepancy is explained, however, by an error in addition of the items in the monthly statement. The calculation of the inspector fully sustains that submitted by the postmaster in her claim.

The stock of stamps carried by the postmaster appears to have been unnecessarily large, being about three times as great as required for the sales of a single quarter, although the inspector was of opinion that the political campaign then pending and the approaching holiday season required a considerably greater amount of stamps than usual. Whether this be a satisfactory explanation or not, there appears to have been nothing worse than bad judgment on the part of the postmaster in making requisitions in excess of her actual needs, and as these requisitions appear to have been honored by the Department without question, it is to be presumed that they were sanctioned. The postmaster is not, therefore, chargeable with "fault or negligence" in the premises.

In view of all the facts in the case there is no reason whatever to doubt that the money and stamps for which credit is asked were lost by burglary as claimed, or to believe that the loss resulted from any fault or negligence on the part of the postmaster, who is, in my opinion, clearly entitled to the credits claimed.

JOHN L. THOMAS,
Assistant Attorney-General for the Post-Office Department.

STATE OF NEW JERSEY, *County of Union, ss.:*

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He further says that he immediately notified the postmaster and chief clerk, John J. Lane, at their homes, and returned to the post-office.

CHARLES W. SWAIN.

Sworn and subscribed before me this 13th day of December, A. D. 1895.

[SEAL.] E. G. POTTER, *Notary Public.*

STATE OF NEW JERSEY, *County of Union, ss.:*

On this 13th day of December, 1895, before the undersigned, a notary public in and for said county and State, appeared John J. Lane, who, being duly sworn, on oath says that he was chief clerk in the post-office at Summit, county of Union, State of New Jersey, on the 20th day of November, 1895; that it is one of his duties to close the post-office at the closing hour, 7.30 p. m., and that on November 19 he closed the post-office securely, bolting and locking all the doors and windows.

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He further states that he went at once to the post-office and commenced a search for the thieves and property taken, and has assisted in tracing every clew which would lead to the arrest of thieves or return of property.

JOHN J. LANE.

Sworn and subscribed before me this 13th day of December, A. D. 1895.

[SEAL.] E. G. POTTER, *Notary Public.*

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 135.

WASHINGTON AQUEDUCT.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

With letter of the Chief of Engineers, report of the engineer officer formerly in charge of the Washington Aqueduct, inviting attention to the fact that certain buildings encroach upon the Government land, and inclosing certain plans, correspondence, and recommendations.

JANUARY 13, 1896.—Referred to the Committee on the District of Columbia ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., January 11, 1896.

SIR: I have the honor to transmit herewith a report, dated September, 1895, from Col. George H. Elliot, Corps of Engineers (retired), the engineer officer formerly in charge of the Washington Aqueduct, inviting attention to the fact that certain buildings, the property of Margaret Shugrue, Caroline Lochboehler, and John R. Scott, encroach upon the Government land pertaining to the aqueduct, plats of the encroachment and correspondence bearing on the subject being inclosed with said report, and recommending that in view of the facts recited by him action be taken by Congress permitting the sale of the land involved to the parties named, and to which end he submits the accompanying draft of a bill authorizing such sale.

I concur with the Chief of Engineers in the views of the engineer officer, and accordingly submit the matter with recommendation for favorable action.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., January 6, 1896.

SIR: By letter of February 19, 1895, the Secretary of War transmitted to Congress a report from Col. George H. Elliot, Corps of Engineers, at that time in charge of the Washington Aqueduct, inviting attention to the fact that certain buildings, the property of Mar-

garet Shugrue and Caroline Lochboehler, encroach upon the Government land pertaining to the aqueduct, and recommending that action be taken by Congress permitting the sale of the land involved to the parties named. Plats showing the said encroachments and a draft of a bill authorizing the sale of the land were also transmitted, and all the correspondence was printed in House Ex. Doc. No. 327, Fifty-third Congress, third session. As it was late in the session when the matter was brought to the attention of Congress, no action was taken beyond the introduction of the bill.

In a recent examination incident to fencing in the northerly and easterly boundaries of the land pertaining to the Dalecarlia Reservoir, Colonel Elliot found that one John R. Scott also had, in the construction of a road leading from the public road to his house, encroached upon the public land. This encroachment was caused primarily by the misplacement, evidently of long standing, of a temporary fence designed to mark the easterly line of the Government land. Colonel Elliot believes that the encroachment by Scott was innocently made; that the road, which occupies about one-quarter acre of the Government land, forms about the only practicable route to and from his house; and that the sale to him of this quarter of an acre would in nowise be detrimental to the public interests. A plat showing the whole situation is submitted herewith.

I concur in the views of Colonel Elliot regarding this case, and with the action previously taken by the Department in reference to the cases of Mrs. Shugrue and Mrs. Lochboehler already alluded to. As nothing definite was accomplished during the last session of Congress relative to the two latter cases, it would seem proper to again bring them to the attention of Congress in connection with the case of Scott.

I have the honor, therefore, to submit copies of Colonel Elliot's reports on all three cases, with all the correspondence and the plats showing the exact location of the lands encroached upon, and also a a draft of a bill designed to effectuate the purpose in view, and to suggest that the papers be transmitted to Congress with recommendation for favorable consideration.

Very respectfully, your obedient servant,

W. P. CRAIGHILL,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

ENCROACHMENTS UPON GOVERNMENT LANDS PERTAINING TO THE WASHINGTON AQUEDUCT.

DALECARLIA RESERVOIR IMPROVEMENT,
OFFICE OF THE WASHINGTON AQUEDUCT,
Washington, D. C., September —, 1895.

GENERAL: In the recent improvement of the Dalecarlia Reservoir I found it necessary to fence the northerly and easterly boundaries of the land pertaining to the reservoir. This for the purpose of keeping animals from the banks of the channels and of the dams, which I have carefully sown with grass seed for the protection of their slopes against erosion.

At the southeasterly corner of the land I found that by the misplacement, evidently of long standing, of a temporary fence designed to mark

the easterly line of this land, John R. Scott, a colored man, had in the construction of a road leading to his house from the public road been led into an encroachment on the public land.

On the plat herewith the line A B shows approximately the line that was marked by the old fence erected by the Government (by what official and when I do not know) to mark its eastern boundary line, and the line A C shows the true line. The plat also shows the position of Scott's house, the public road, and the private road leading from the house to the public road.

The house is built on a steep hill, and the road, which has been graded at considerable expense, occupies the best and about the only practicable route for it. It was necessary for me to replace the old fence by a new one. If I had constructed it on the true Government line it would have cut Scott off from the public road, but being convinced from Scott's abstract of title and other evidence that the error in the boundary line had probably existed for twenty years or more, and that the encroachment by Scott was innocently made, and on his urgent request and his promise to try to have passed by Congress at its next session a bill to allow him to purchase the land encroached on (about one-fourth of an acre), I constructed the new fence on the line A B, as shown on the plat.

His little tract of about 8 acres and all the land in the vicinity are either wooded or farming land, and a sale by the Government to him of the quarter of an acre encroached upon at a fair price, to be determined by the Secretary of War, would in no wise be detrimental to the public interests. I should add that if Congress refuses to grant him relief, the fence is to be removed to the true Government line.

On the 19 February last the Secretary of War sent to Congress a letter recommending that action be taken by Congress permitting a sale to Margaret Shugrue and Caroline Lochboehler of two small parcels of land on the Conduit road pertaining to the Washington Aqueduct that they had many years before, and in the absence of proper boundary marks, unknowingly and without any fault of their own, encroached upon, and he submitted a form of bill providing for such sale.

The correspondence in their cases and the bill are found in House Ex. Doc. No. 327, Fifty-third Congress, third session, a copy of which is herewith.

The bill having been introduced late in the session failed to pass, and as the case of Scott is precisely similar to the cases of Shugrue and Lochboehler, and as all of them are poor, I recommend that the bill amended to include Scott's case be again submitted to Congress at its next session, accompanied by the correspondence and the plats contained in document just referred to.

I inclose herewith a letter of September 14, addressed to me by Scott, showing the circumstances under which he made his encroachment on the Government land, and stating his desire to purchase the land encroached upon. I also inclose a plat of this land and the form of bill contained in House Ex. Doc. No. 327, Fifty-third Congress, third session, amended to include the case of Scott's encroachment.

Very respectfully, your obedient servant,

GEORGE H. ELLIOT,
Colonel of Engineers (Retired).

Brig. Gen. W. P. CRAIGHILL,
Chief of Engineers, U. S. A.

LETTER OF MR. JOHN R. SCOTT.

HILL TOP, CHAIN BRIDGE ROAD,
Georgetown, D C., September 14, 1895.

SIR: I would respectfully request that you recommend that an act be passed allowing me to purchase that portion of land which I understand I have encroached upon, not knowing that it was Government land when I purchased it five years ago from Kobert Wise. I was very careful to have pointed out to me by him the proper lines that had been shown to him as being the boundary line between him and the Government land; therefore, thinking I was perfectly right, I built a road to my house from the public road at a considerable expense, which was quite a burden upon me as I am a poor man.

A recent survey ordered by yourself developed the fact that I had located the road on land belonging to the Government, but I would respectfully state that I did so without knowledge of the true facts in the case.

In view of the foregoing I would most earnestly request that you recommend that an act be passed permitting me to purchase said land at such fair and reasonable price as may be determined upon.

Very respectfully,

JOHN R. SCOTT.

Col. GEORGE H. ELLIOT,
Corps of Engineers, United States Army.

A BILL authorizing the sale of title of the United States to certain tracts of land in the District of Columbia to Margaret Shugrue, Caroline Lochboehler, and John R. Scott.

Whereas Margaret Shugrue, Caroline Lochboehler, and John R. Scott, of the District of Columbia, and the grantors to them, have been in the peaceable and uninterrupted possession of the tracts of land in said District hereinafter described by metes and bounds for a period of about twenty years, under claims of title and bona fide belief that the same were indefeasible and in them, and under that belief have made valuable improvements thereon; and

Whereas under recent surveys ordered by the engineer officer in charge of the Washington Aqueduct it has been discovered that title to said tracts is in the United States: Now, therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and required to sell, grant, and convey unto Margaret Shugrue, of the District of Columbia, all the right, title, and interest of the United States in and unto all that tract of land in the District of Columbia hereinafter described; to Caroline Lochboehler, of the District of Columbia, all the right, title, and interest of the United States in and unto all that certain other tract of land in said District of Columbia, also hereinafter described; and to John R. Scott, of the District of Columbia, all the right, title, and interest of the United States in and unto all that certain other tract of land in said District of Columbia, also hereinafter described, at prices to be determined by the Secretary of War upon consideration of all the circumstances of the cases, which prices shall be exclusive of the values of the improvements on said tracts of land: *Provided*, That the Secretary of War shall be of the opinion that the said sales will in nowise be detrimental to the Washington Aqueduct: *Provided*, That the encroachments thereon were not fraudulent, and that the said Margaret Shugrue is the bona fide proprietor of the land adjacent to the tract hereinafter described that is to be sold to her; that Caroline Lochboehler is the bona fide proprietor of the land adjacent to the tract hereinafter described that is to be sold to her; and that John R. Scott is the bona fide proprietor of the land adjacent to the tract hereinafter described that is to be sold to him.

Description of land to be sold to Margaret Shugrue.—Beginning at a stone marked "W. A. 126," on the line of the northerly boundary of the United States land, near culvert twenty-four of the Washington Aqueduct, and running thence on said boundary north sixteen degrees and thirty-eight minutes east one hundred and twenty-eight and two-tenths feet to boundary stone $\frac{28}{\text{K. 11}}$; thence south fifty-two degrees and thirty minutes west one hundred and three and nine-tenths feet; thence south thirty-seven degrees and thirty minutes east seventy-five feet to the place of beginning, containing thirty-eight hundred and ninety-six square feet, or about eighty-nine one-thousandths of an acre.

Description of land to be sold to Caroline Lochboehler.—Beginning at a stone marked "W. A. K. 3," on the southerly side of the United States land, near culvert twenty-six of the Washington Aqueduct, and running south forty degrees and twenty-five

minutes east twenty and two-tenths feet; thence south fifty-seven degrees and fifteen minutes west one hundred and forty-five and six-tenths feet; thence north sixty-three degrees west twenty-three and one-tenth feet to a stone marked "W. A. K. 2;" thence north fifty-seven degrees and fifteen minutes east one hundred and fifty-four and five-tenths feet to the place of beginning, containing three thousand and one square feet, or about sixty-nine one-thousandths of an acre.

Description of land to be sold to John R. Scott.—Beginning at a point on the easterly boundary line of the United States land pertaining to the Dalecarlia Reservoir, thirty-nine feet from a stone at the intersection of the southerly and easterly boundary lines of said land, and running thence along said easterly boundary line north twelve degrees and forty-two minutes east two hundred and sixty-six and seventy-five hundredths feet; thence leaving said boundary line and running south seventy-five degrees and seventeen minutes west eighty-two and seventy-five hundredths feet; thence south two degrees and thirty-five minutes east two hundred and thirty-four and twenty-four hundredths feet; thence south sixty-four degrees and forty-six minutes east eleven and fifty-eight hundredths feet to the point of beginning, containing one-fourth of an acre, more or less.

CORRESPONDENCE RELATIVE TO ENCROACHMENTS OF BUILDINGS BELONGING TO MRS. MARGARET SHUGRUE AND MRS. CAROLINE LOCHBOEHLER.

[Printed in House Ex. Doc. No. 327, Fifty-third Congress, third session.]

LETTER OF THE SECRETARY OF WAR.

WAR DEPARTMENT,
Washington, D. C., February 19, 1895.

SIR: I have the honor to transmit herewith a report dated the 15th instant from Col. George H. Elliot, Corps of Engineers, the engineer officer in charge of the Washington Aqueduct, inviting attention to the fact that certain buildings, the property of Margaret Shugrue and Caroline Lochboehler, encroach upon the Government land pertaining to the aqueduct, plats of the encroachment and correspondence bearing on the subject being inclosed with said report, and recommending that in view of the facts recited by him action be taken by Congress permitting the sale of the land involved to the parties named, and to which end he submits the accompanying copy of a bill authorizing such sale.

I concur with the Chief of Engineers in the views of the engineer officer, and accordingly submit the matter with recommendation for favorable action.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

LETTER OF COL. GEORGE H. ELLIOT, CORPS OF ENGINEERS.

OFFICE OF THE WASHINGTON AQUEDUCT,
Washington, D. C., February 15, 1895.

GENERAL: Before my retirement from this office and from active service, I desire to invite attention to the encroachments of buildings belonging to Margaret Shugrue and Caroline Lochboehler on the Government lands pertaining to the Washington Aqueduct.

The encroaching buildings of Margaret Shugrue consist of a small frame dwelling, which is partially, and a cow stable which is wholly, on Government land. The place is on the Conduit road, about 3 miles from Washington, near culvert 24, and about halfway between the upper and lower reservoirs.

The encroaching building belonging to Caroline Lochboehler is a small brick dwelling house, a portion of which is on Government land. It is on the Conduit road, near culvert 26, about 2½ miles from Washington, and just above the distributing reservoir.

These encroachments were developed by a survey that I caused to be made in 1890 of the lands pertaining to the aqueduct between the two reservoirs, the result of which survey I reported to the Department November 5, 1890.

I inclose appended hereto plats of the encroachments and copies of letters addressed to me, stating the circumstances under which the encroachments were made. They are—

A letter from the late Michael Shugrue, husband of Margaret, dated September 26, 1890;

A letter from Margaret Shugrue, dated February 3, 1895, and

A letter from Mrs. Caroline Lochboehler, dated September 19, 1890.

From several years' knowledge of these persons, and of the absence of boundary stones on the boundary lines of the aqueduct land pertaining to the Conduit road that existed for many years, I am satisfied that the statements in these letters are essentially correct, and that the encroachments were innocent and not fraudulent or with any evil intent.

Sales to them of the small tracts described containing the improvements of these persons would not in the slightest degree be detrimental to the Washington Aqueduct, and I recommend that a bill in the form herewith be submitted to Congress at this session with recommendation for favorable action. This bill is substantially in the form of an act authorizing the sale of title of the United States to a tract of land on the Conduit road near Cabin John Bridge to William H. and George Bobinger, approved January 26, 1895.

An inspection of the plats will show that the land proposed to be sold to Mrs. Shugrue is only the portion of her house lot that is on Government land, and does not include the land covered by her cow stable. She is willing and will be obliged to move the latter to her own farming land in rear of her house.

Very respectfully, your obedient servant,

GEORGE H. ELLIOT,
Colonel of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

[First indorsement.]

OFFICE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
February 16, 1895.

Respectfully submitted to the Secretary of War.

Colonel Elliot reports that buildings belonging to Margaret Shugrue and Caroline Lochboehler are partly on Government land pertaining to the Washington Aqueduct, and have been for about twenty years. He is satisfied that the encroachments were innocent and not fraudulent or with any evil intent.

He has submitted herewith plats showing the encroachments, and a bill authorizing sales to the above parties of two small tracts described therein, and on which the buildings encroach.

He recommends that this bill be submitted to Congress at this session with recommendation for favorable action, and I concur in his recommendation.

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

LETTER OF MR. MICHAEL SHUGRUE.

SEPTEMBER 26, 1890.

SIR: I beg leave to acknowledge the receipt of your letter of a recent date concerning my occupation of Government land on the Conduit road, and in reply would state that I have been guided by the recommendation contained therein, and the surveyor employed by me agrees that the land upon which my buildings are belongs to the Government.

Eighteen years ago I bought this land, and had a survey made. Mr. Casey, from whom I purchased, pointed out the boundary stones, and I was informed by the surveyor that my land extended parallel with the road, in the direction of the culvert, to a large stone which marks the east boundary of the present site of my stables.

These buildings were erected at the time, 1873, and although during all these years, and especially while the buildings were in course of erection, the road immediately in front, and where a full view of the work going on might be had, was constantly traveled by the Government engineers and persons in the employ of the Washington Aqueduct, yet not the slightest intimation ever came to me that I was encroaching upon Government land. I do not make this statement for the purpose of attaching blame to engineer officers of the Government, but to convince you of my innocence of knowingly appropriating the land to my own use.

I would therefore respectfully request that it be borne in mind that I innocently occupy the Government land; that these buildings were constructed by me at a great expense, and that they are not yet paid for; that I am a poor man, dependent upon a small business for the support of myself and a large family, and that dispossession now means ruin for me.

In reaching a decision and finally disposing of this case I hope that you will deal with me as leniently as possible, and recommend some course by which I may be saved the expense of tearing down and removing what has been to me the work of a lifetime to build up.

Very respectfully,

MICHAEL SHUGRUE.

GEORGE H. ELLIOT,
Colonel of Engineers, U. S. A.

LETTER OF MRS. MARGARET SHUGRUE.

GEORGETOWN, D. C., *February 3, 1895.*

SIR: I would respectfully request that you recommend to the Congress of the United States that an act be passed allowing me to purchase that portion of land (about one-fourth of an acre) upon which my house on the Conduit road is located.

In a former communication I recited to you the facts concerning this occupation, which were about as follows: About twenty years or more ago my husband (now dead) purchased this land; a survey was made, and on the strength of the metes and bounds, as designated by the surveyor, this house was erected upon its present site. During the time of construction Government engineers passed the road daily within full and close view of the building, but no question as to my right was ever raised; in fact, for many years I was permitted peaceably to occupy this land, to improve both the house and surroundings, without a suspicion of any question as to my right. Within the last three years a survey ordered by yourself developed the fact that I had located on land belonging to the Government, but I would respectfully state that it was without knowledge of the true facts in the case.

In view of the foregoing statement, I would most earnestly request that you recommend to Congress that an act be passed permitting me to purchase said land at such fair and reasonable price as may be determined upon.

Respectfully,

MARGARET SHUGRUE.

GEORGE H. ELLIOT,
Colonel, United States Army.

LETTER OF MRS. CAROLINE LOCHBOEHLER.

WASHINGTON, D. C., *September 19, 1890.*

DEAR SIR: Your courteous favor of the 6th instant was duly received with respect to a recently ascertained encroachment on United States land located on the Conduit road, West Washington, which consists in this: That the house on the land belonging to Caroline Lochboehler extends over the line and upon the Government reservation about 7 feet and 4 inches.

As to this, it seems proper for me to state that when the house was built the property belonged to John Hoover, and that title has passed through Gonzaga College, John W. Belt, and John Humphrey to the present owner.

With respect to your kind suggestion that I might satisfy myself of the correctness of your recent survey by employing my own surveyor, I will say that as I

entertain no reasonable expectation that your survey would be found in error, I do not feel justified in incurring the expense incident to a supplementary survey. The probability is that the original owner of the property (Mr. Hoover), who is now dead, was misled by some person who assumed to know where the correct line was.

Under all the circumstances, and in view of the expense and probable injury to the building if it were moved back to the line now ascertained to be correct, I trust the Government will not decline to deed, for a fair and just consideration, the small strip necessary to place the building outside the reservation.

I also desire to call attention to the fact that the small triangular piece or reservation lying in front of the property and extending to a point near the reservoir, and upon which the encroachment exists, appears to be of no practical use nor of any prospective use for Government purposes. On the other hand, it will undoubtedly prove to be a source of expense to the Government without adequate return.

In this view of the matter I desire to know whether the Government will permit a sale to the undersigned of the entire parcel of land for a just and reasonable consideration.

Thanking you in advance for favorable consideration and reference to the proper authorities,

I remain, sir, your obedient servant,

MRS. CAROLINE LOCHBOEHLER.

Col. GEO. H. ELLIOT,
Lieutenant-Colonel of Engineers, U. S. A.

A BILL authorizing the sale of title of United States to certain tracts of land in the District of Columbia to Margaret Shugrue and Caroline Lochboehler.

Whereas Margaret Shugrue and Caroline Lochboehler, of the District of Columbia, have been in the peaceable and uninterrupted possession of the tracts of land in said District hereinafter described by metes and bounds for a period of about twenty years, under claims of title and bona fide belief that the same were indefeasible and in them, and under that belief have made valuable improvements thereon; and

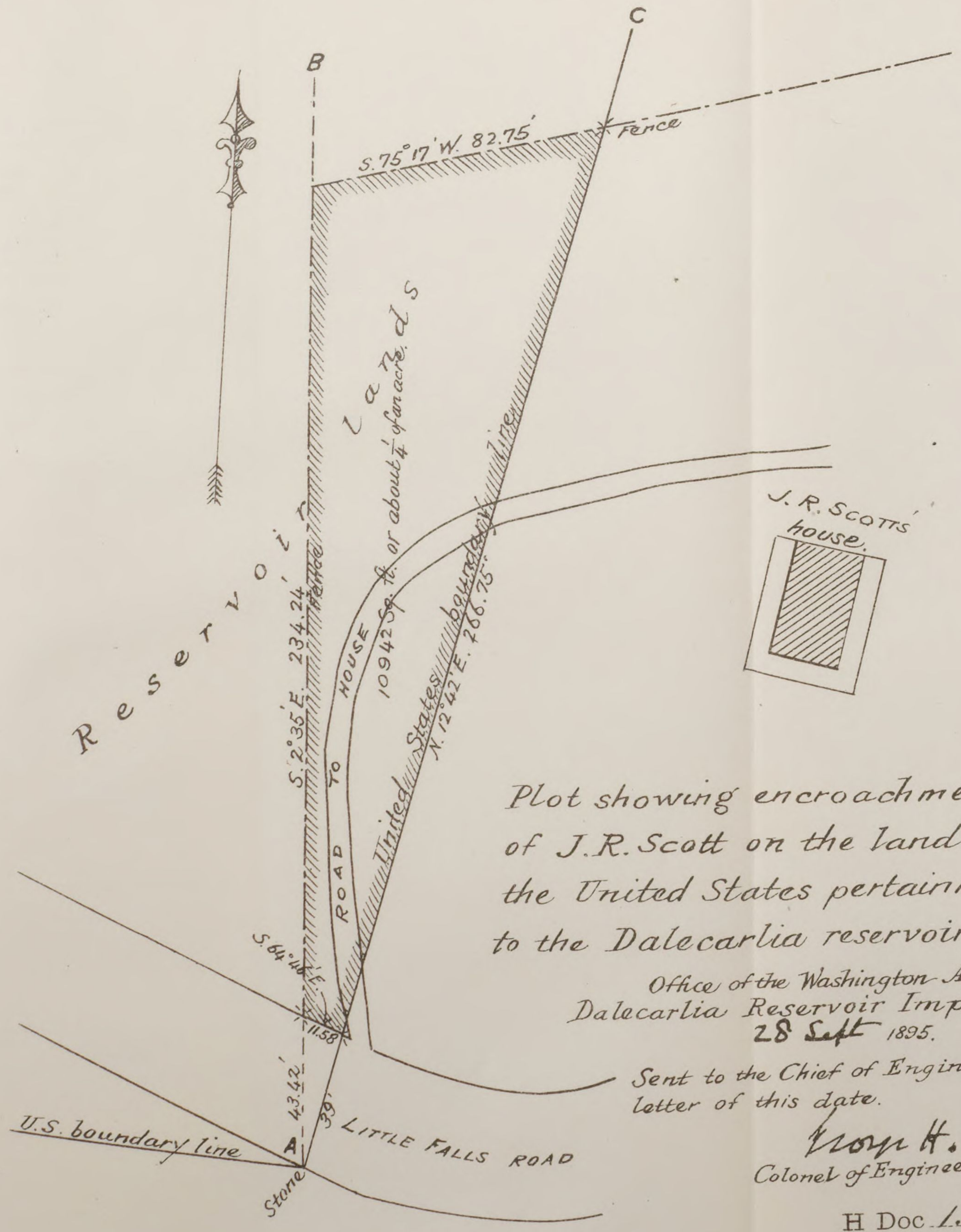
Whereas under recent surveys ordered by the engineer officer in charge of the Washington Aqueduct it has been discovered that title to said tracts is in the United States: Now, therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and required to sell, grant, and convey unto Margaret Shugrue, of the District of Columbia, all the right, title, and interest of the United States in and unto all that tract of land in the District of Columbia hereinafter described, and to Caroline Lochboehler, of the District of Columbia, all the right, title, and interest of the United States in and unto all that certain other tract of land in said District of Columbia, also hereinafter described, at prices to be determined by the Secretary of War upon consideration of all the circumstances of the cases, which prices shall be exclusive of the values of the improvements on said tracts of land: *Provided*, That the Secretary of War shall be of the opinion that the said sales will in nowise be detrimental to the Washington Aqueduct: *Provided*, That the encroachments thereon were not fraudulent, and that the said Margaret Shugrue is the bona fide proprietor of the land adjacent to the tract hereinafter described that is to be sold to her, and that Caroline Lochboehler is the bona fide proprietor of the land adjacent to the tract hereinafter described that is to be sold to her.

Description of land to be sold to Margaret Shugrue.—Beginning at a stone marked "W. A. 126," on the line of the northerly boundary of the United States land, near culvert twenty-four of the Washington Aqueduct and running thence on said boundary north sixteen degrees and thirty-eight minutes east one hundred and twenty-eight and two-tenths feet to boundary stone $\frac{28}{K.\ 11}$; thence south fifty-two degrees and thirty minutes west one hundred and three and nine-tenths feet; thence south thirty-seven degrees and thirty minutes east seventy-five feet to the place of beginning, containing thirty-eight hundred and ninety-six square feet, or about eighty-nine one-thousandths of an acre.

Description of land to be sold to Caroline Lochboehler.—Beginning at a stone marked "W. A. K. 3," on the southerly side of the United States land, near culvert twenty-six of the Washington Aqueduct, and running south forty degrees and twenty-five minutes east twenty and two tenths feet; thence south fifty-seven degrees and fifteen minutes west one hundred and forty-five and six-tenths feet; thence north sixty-three degrees west twenty-three and one-tenth feet to a stone marked "W. A. K. 2;" thence north fifty-seven degrees and fifteen minutes east one hundred and fifty-four and five-tenths feet to the place of beginning, containing three thousand and one square feet, or about sixty-nine one-thousandths of an acre.

O



Plot showing encroachment of J.R. Scott on the land of the United States pertaining to the Dalecarlia reservoir.

Office of the Washington Aqueduct,
Dalecarlia Reservoir Improvement.
28 Sept 1895.

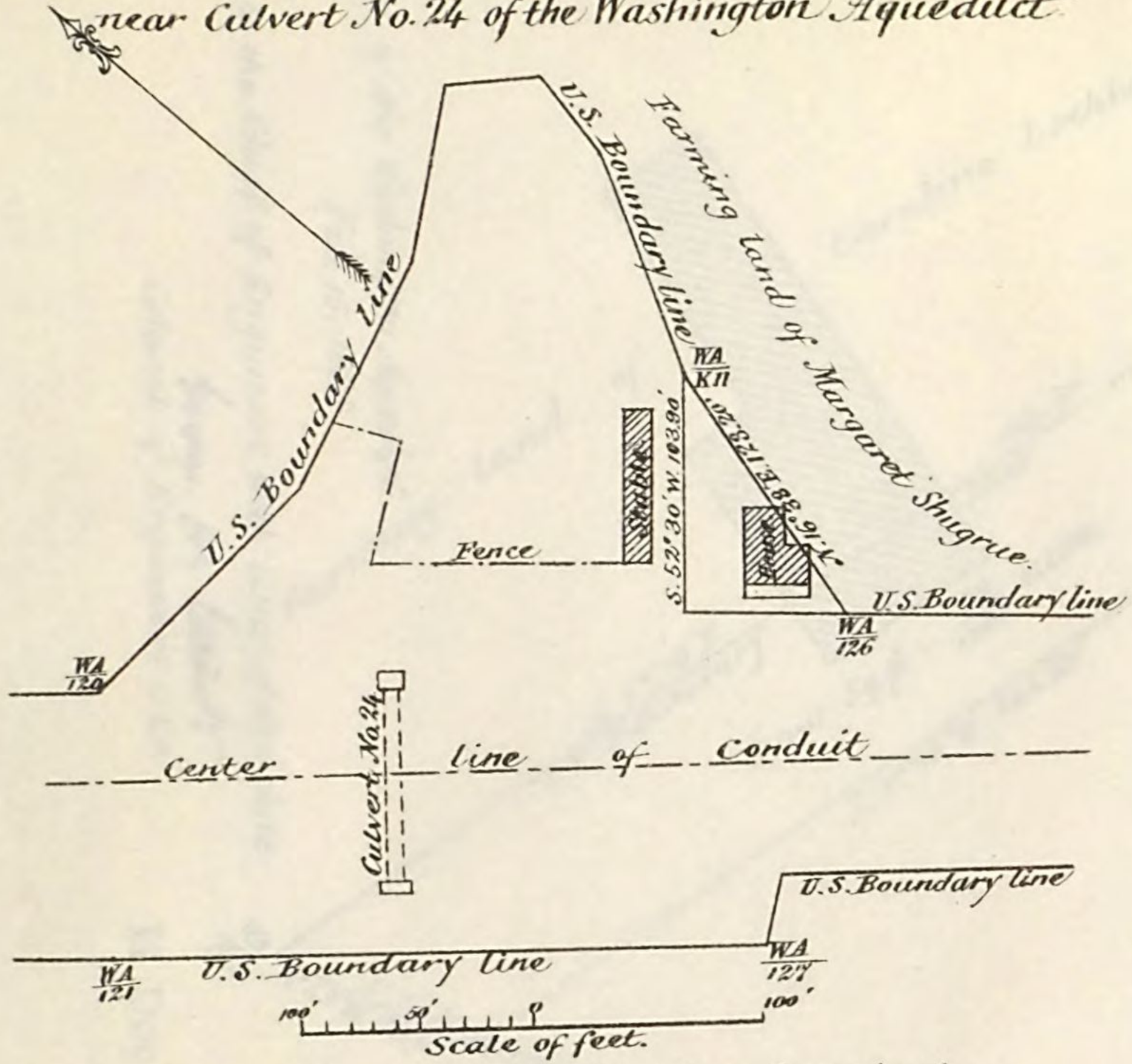
Sent to the Chief of Engineers with letter of this date.

Thos H. Elliot.
Colonel of Engineers U.S.A. (Retired)

H Doc 135 54 1

B
C

Plot of encroachments of improvements consisting of frame dwelling house, cow stable and fences belonging to Mrs. Margaret Shugrue on land of the United States near Culvert No. 24 of the Washington Aqueduct

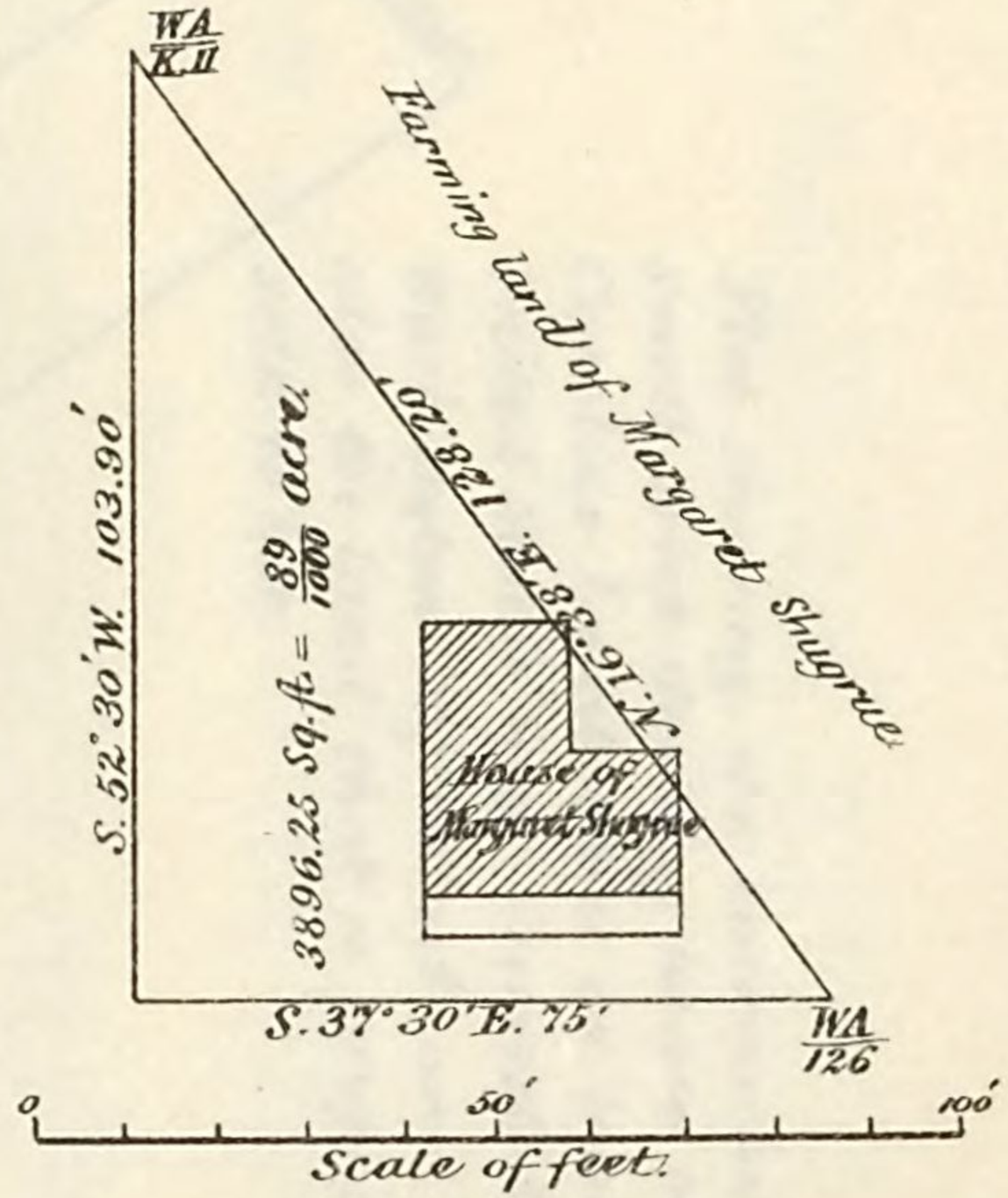


Office of the Washington Aqueduct,
Feb. 15, 1895.

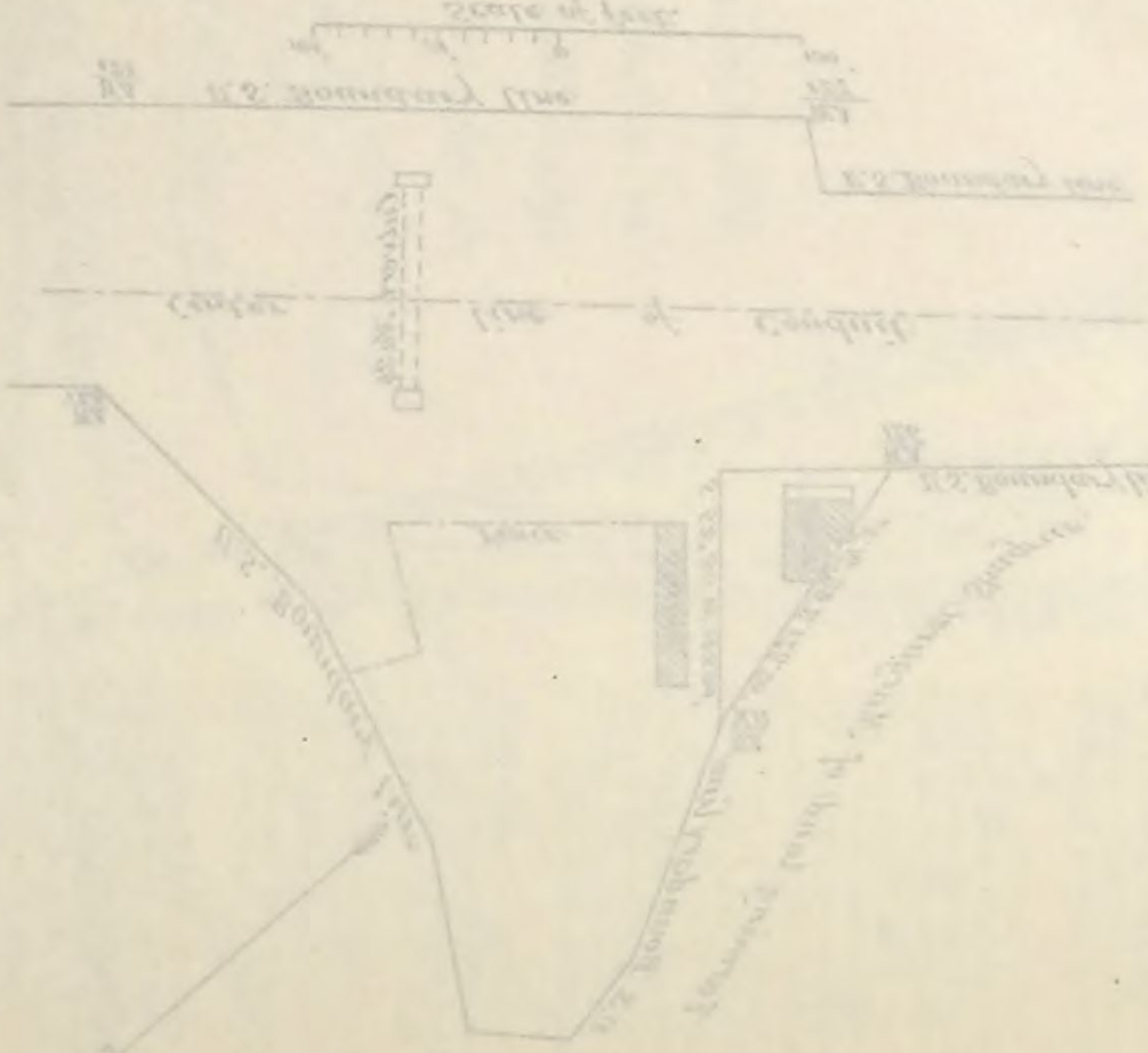
Sent to the Chief of Engineers with letter of this date.

Geo. H. Elliot.
Colonel of Engineers U.S.A.

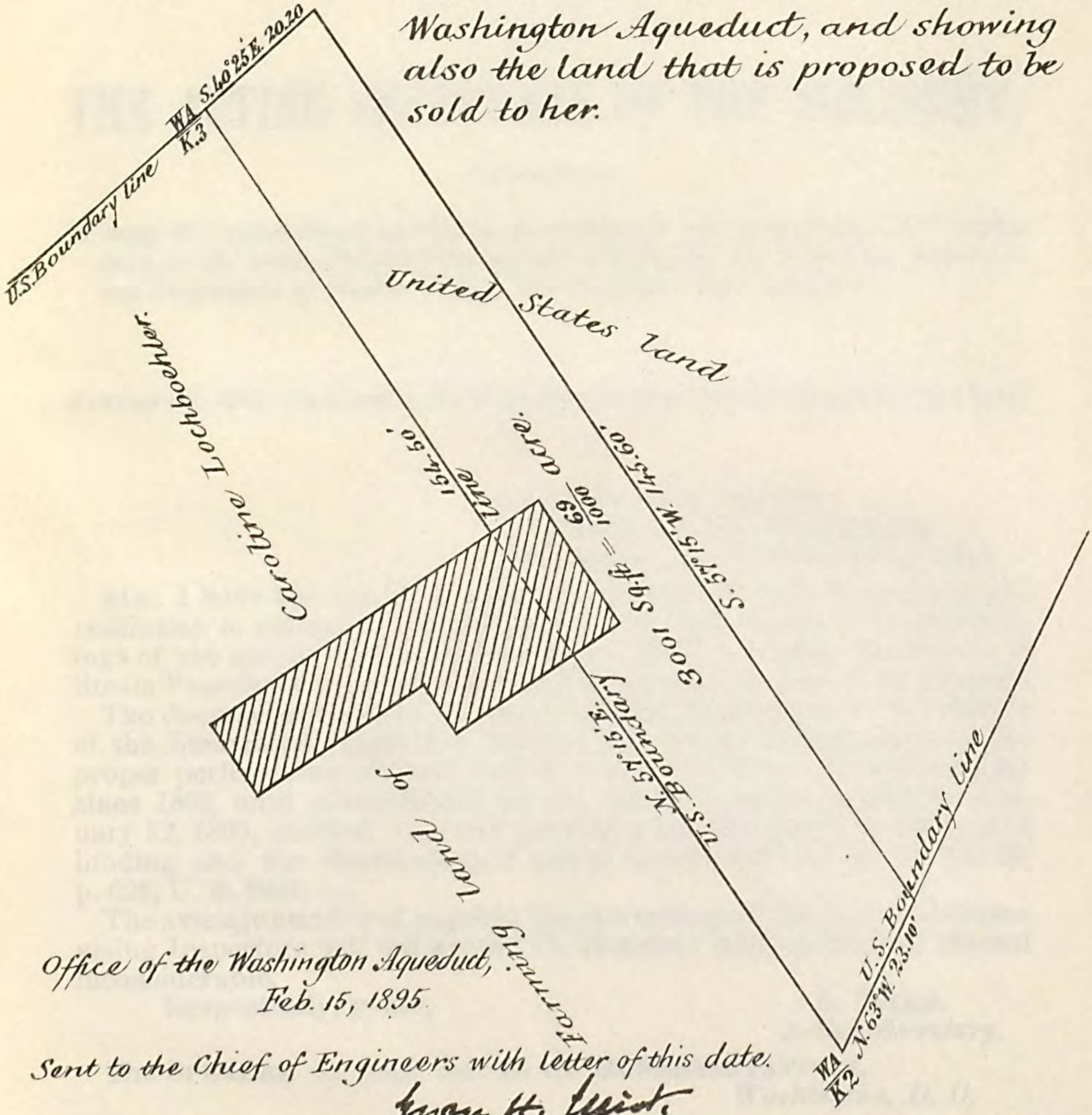
Plot of house lot of Mrs. Margaret Shugrue found encroaching on land of the United States near Culvert No. 24 of the Washington Aqueduct and proposed to be sold to her.



H Doc 135 54 1



Plot showing the encroachment of a small brick dwelling house owned by Caroline Lochboehler on land of the United States near Culvert No. 26 of the Washington Aqueduct, and showing also the land that is proposed to be sold to her.



Office of the Washington Aqueduct,
Feb. 15, 1895.

Sent to the Chief of Engineers with letter of this date.

Geo. H. Elliot.
Colonel of Engineers U.S.A.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 136.

PROCEEDINGS OF THE BOARD OF SUPERVISING INSPECTORS OF STEAM VESSELS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A copy of a concurrent resolution to authorize the printing of 300 copies each of the proceedings of the annual meeting of the Board of Supervising Inspectors of Steam Vessels for the years 1895 and 1896.

JANUARY 14, 1896.—Referred to the Committee on Printing and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., January 13, 1896.

SIR: I have the honor to transmit herewith a copy of a concurrent resolution to authorize the printing of 300 copies each of the proceedings of the annual meeting of the Board of Supervising Inspectors of Steam Vessels for the years 1895 and 1896, and recommend its passage.

The documents referred to are of especial importance to the officers of the Steamboat Inspection Service, and almost indispensable to the proper performance of their duties; and have been printed annually since 1852, until discontinued by the act of Congress approved January 12, 1895, entitled "An act providing for the public printing and binding and the distribution of public documents" (Chap. 23, vol. 28, p. 624, U. S. Stat. L.).

The average number of pages in the proceedings of the Board of Supervising Inspectors will not exceed 75, therefore making the cost thereof inconsiderable.

Respectfully, yours,

S. WIKE,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES,
Washington, D. C.

Resolved by the House of Representatives of the United States of America in Congress assembled (the Senate concurring), That there be printed for the use of the Treasury Department, Steamboat Inspection Service, 300 copies each of the proceedings of the Board of Supervising Inspectors of Steam Vessels for the years 1895 and 1896.

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 137.

LEASE OF PUBLIC PROPERTY IN CERTAIN CASES.

LETTER

FROM

THE SECRETARY OF WAR,

REPORTING

The terms of the lease of public property made by him during the last calendar year, in accordance with Twenty-seventh Statutes at Large, page 321.

JANUARY 14, 1896.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., January 11, 1896.

SIR: In compliance with the act of Congress approved July 28, 1892, entitled "An act authorizing the Secretary of War to lease public property in certain cases" (27 Stat. L., p. 321), I have the honor to report that during the calendar year 1895 but one lease was granted under authority of that act, the lessee being Mrs. Mary M. Black; the date of the lease being September 16, 1895; the term being five years; the property leased being about 80 acres of the Fort Mifflin Military Reservation in Pennsylvania, and the consideration being $80 per annum and her covenant to maintain the road through the reservation in good repair.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

O

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 138.

CONTINGENT EXPENSES OF THE POST-OFFICE DEPARTMENT.

LETTER

FROM

THE POSTMASTER-GENERAL,

TRANSMITTING

The annual report of the expenditures of the contingent fund; report of the finances of the Department; report showing all contracts that have been made by the Department other than for carrying the mails, and the report of the postal business and agencies in foreign countries for the fiscal year ended June 30, 1895.

JANUARY 14, 1896.—Referred to the Committee on Expenditures in the Post-Office Department and ordered to be printed.

OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., January 11, 1896.

SIR: In conformity with section 193, and subdivisions 5, 8, and 9 of section 413, Revised Statutes, I have the honor to transmit herewith, for the information of Congress, the annual report of the expenditures of the contingent fund; report of the finances of the Department; report showing all contracts which have been made by this Department other than for carrying the mails, and the report on the postal business and agencies in foreign countries for the fiscal year ended June 30, 1895.

Very respectfully,

WM. L. WILSON,
Postmaster-General.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

List of contracts entered into by the Postmaster-General during the fiscal year 1894–95 in the expenditures of the funds for contingent expenses, Post-Office Department building.

Contractor.	Article.	Price.
F. S. Newman, Washington, D. C., painting.	Walls and ceilings, ----------per square yard--	$0.095
	Door frames and jambs ----------each--	.50
	Windows ----------do----	.80
	Shutters----------per set--	.85
	Painting, graining, and varnishing doors-per side--	.60
Charles Werner, Washington, D. C.	White-ash furnace coal----------per ton--	4.40
	Cumberland coal----------do----	3.25
	White-ash stove coal ----------do----	5.10
	Pine wood ----------per cord--	3.68
	Hickory wood----------do----	7.19
National Capital Ice Co., Washington, D. C.	Kennebec ice ----------per 100 pounds--	.245
Hall, Headington & Co., Baltimore, Md.	Body brussels carpet ----------per yard--	.9375
H. O. Towles, Washington, D. C ----	Continental chairs----------each--	4.15
W. B. Moses & Sons, Washington, D. C.	Victoria chairs----------do----	4.52
T. G. Hood, Philadelphia, Pa., cotton cloth, Post-Office Department and topographer's office.	New York mills, 72 inches wide ----------per yard--	.18
	New York mills, 36 inches wide----------do----	.095
Dexter Steam Laundry, Washington, D. C.	Washing towels ----------per 100--	.50
J. L. Barbour & Son, Washington, D. C.	Kitchen crystal soap----------per box, 60 cakes--	2.35
Lansburgh Bros., Washington, D. C.	Glycerin soap ----------per box, 3 cakes--	.15
Somerset R. Walters, Washington, D. C.	Corn brooms ----------per dozen--	2.19
J. H. Chesley & Co., Washington, D. C.	Feather dusters----------do----	4.20
J. B. Daish, Washington, D. C-------	White oats ----------per bushel--	3.75
	Hay----------per ton--	15.80
	Straw----------do----	10.80
	Corn meal----------per 100 pounds--	.96
	Bran ----------do----	.81
John C. Parker, Washington, D. C--	Pyramid toilet paper, No. 2----------per roll--	.06
A. Hoen & Co., Baltimore, Md., for topographer's office.	Post-route maps, per schedule----------	-------
Geo. F. Lasher, Philadelphia, Pa., for Post-Office Department or post-office at New York, as ordered.	Postal Guides, per schedule----------	-------

STATIONERY.

Date.	To whom paid.	On what account.	Amount.
1894.			
Sept. 10	Wm. Ballantyne & Sons----------	Pins----------	$1.25
21	J. L. Kervand ----------	Stamping ----------	7.25
21	-----do ----------	-----do ----------	10.00
21	-----do ----------	-----do ----------	1.25
Oct. 1	Jno. C. Parker ----------	Pencils----------	2.45
1	-----do ----------	Ink, etc ----------	1.78
1	-----do ----------	Carbon paper----------	4.50
4	P. P. Kellogg & Co ----------	Envelopes ----------	11.70
4	-----do ----------	-----do ----------	6.75
4	-----do ----------	-----do ----------	4.02
4	-----do ----------	-----do ----------	7.85
4	M. S. Chapman, attorney----------	-----do ----------	47.00
4	-----do ----------	-----do ----------	7.50
4	-----do ----------	-----do ----------	138.50
4	-----do ----------	-----do ----------	9.40
4	-----do ----------	-----do ----------	11.60
4	-----do ----------	-----do ----------	17.18
4	The Springfield Envelope Co----------	-----do ----------	12.00
4	-----do ----------	-----do ----------	8.40
4	-----do ----------	-----do ----------	42.60
4	-----do ----------	-----do ----------	2.79
4	Parsons Paper Co----------	Paper ----------	36.50
4	-----do ----------	-----do ----------	18.37
4	J. C. Addison----------	Ink, etc ----------	6.55
4	J. H. Mann ----------	Copy books ----------	216.00
4	Easton & Rupp ----------	Mucilage----------	30.00
4	Chas. M. Stoever----------	Paper ----------	23.50
4	Hartman & Cadick----------	Record books----------	25.70
4	H. M. Barron----------	Notebooks----------	8.50
4	R. Carter Ballantyne ----------	Seals ----------	12.55

List of contracts entered into by the Postmaster-General, etc.—Continued.

STATIONERY—Continued.

Date.	To whom paid.	On what account.	Amount.
1894.			
Oct. 4	C. S. Braisted	Pencils	$0.75
6	J. L. Kervand	Stamping	28.75
16	M. S. Chapman, attorney	Envelopes	3.60
16	----do	----do	4.70
16	The Springfield Envelope Co	----do	12.00
16	J. C. Addison	Ink	13.00
16	J. C. Parker	Hektograph	3.88
16	----do	Paper	4.50
Nov. 2	----do	Envelopes	6.00
2	----do	Ink	.60
2	----do	Scrapbook	1.25
2	M. S. Chapman	Envelopes	18.55
2	----do	----do	102.30
2	----do	----do	15.10
16	----do	----do	15.00
16	Rogers Manifold and Carbon Paper Co	Paper	24.00
16	Chas. M. Stoever	----do	59.00
16	J. L. Kervand	Lithographing	3.00
16	E. Morrison Paper Co	Ink	28.50
16	R. Carter Ballentyne	Fasteners	9.01
16	Fairfield Paper Co	Paper	2.32
16	The Springfield Envelope Co	Envelopes	10.80
16	J. C. Addison	Blotters	77.00
16	Easton & Rupp	Paper	2.25
16	----do	Cardboard	.70
16	P. P. Kellogg & Co	Envelopes	15.00
16	----do	----do	5.50
16	----do	----do	1.57
16	J. C. Parker	Stencil paper	2.20
23	Jno. Underwood & Co	Ink	15.00
23	Chas. M. Stoever	Note paper	37.73
23	Easton & Rupp	Carbon paper	27.50
23	M. S. Chapman, attorney	Envelopes	141.00
23	J. H. Chesley & Co	Envelope knives	13.80
Dec. 4	M. S. Chapman, attorney	Envelopes	47.00
6	J. C. Addison	----do	1.35
6	D. A. Tower	Pins	8.00
7	J. L. Kervand	Engraving	27.15
11	J. H. Mann	Press copy books	115.20
11	Jno. C. Parker	Pens	6.00
11	----do	Stencils paper	.90
11	Wm. Ballantyne & Sons	File	.80
19	M. S. Chapman, attorney	Envelopes	50.47
19	Jno. C. Parker	Shears	1.25
19	----do	Cards	16.00
26	M. S. Chapman, attorney	Envelopes	25.20
26	----do	----do	16.00
26	The Springfield Envelope Co	----do	48.00
26	----do	----do	42.00
26	----do	----do	3.00
26	P. P. Kellogg & Co	----do	8.00
26	Hartman & Cadick	Blanks	9.00
1895.			
Jan. 8	Crane Bros	Paper	231.00
8	Parsons Paper Co	----do	36.50
17	Easton & Rupp	Ink	15.00
17	M. S. Chapman	Envelopes	9.40
17	Jno. P. Nawrath	Tape	19.20
17	----do	Tubes	42.50
Feb. 1	Jno. C. Parker	Finger shields	2.30
1	E. W. Bullinger	Binders	7.50
1	Parsons Paper Co	Paper	35.04
1	American Lead Pencil Co	Pencils	3.78
1	Hartman & Cadick	Record book	34.20
4	H. Baumgarten	Pads, etc	12.12
4	J. C. Addison	Envelopes	4.50
4	M. S. Chapman, attorney	----do	5.60
4	----do	----do	5.49
4	----do	----do	28.00
4	P. P. Kellogg & Co	----do	33.80
4	----do	----do	3.93
4	----do	----do	1.60
4	----do	----do	17.97
4	Jno. C. Parker	Hectograph	10.16
15	R. Carter Ballantyne	Paper fasteners	43.12
15	Chas. G. Stott & Co	Invoice books, etc	11.70
23	H. M. Barrow	Notebooks	17.00
23	R. Carter Ballantyne	Pens	3.35
23	Chas. M. Stoever	Paper	118.00
23	Jno. C. Parker	Finger shields, etc	3.75

List of contracts entered into by the Postmaster-General, etc.—Continued.

STATIONERY—Continued.

Date.	To whom paid.	On what account.	Amount.
1895.			
Feb. 23	The Springfield Envelope Co	Envelopes	$12.00
23	J. L. Kervand	Embossing, etc	29.00
23	Chas. M. Stoever	Envelopes	97.00
Mar. 2	M. S. Chapman, attorney	do	4.70
6	do	do	225.95
11	Jno. C. Parker	Eyelets, etc	1.40
11	M. S. Chapman, attorney	Envelopes	2.25
11	do	do	94.40
11	E. Morrison Paper Co	Ink	28.50
11	Chas. M. Stoever	Cardboard	82.60
11	R. B. Dovell's Sons Manufacturing Co	Wax	18.00
16	Hartman & Cadick	Record	16.25
16	do	do	50.00
16	P. P. Kellogg & Co	Envelopes	122.46
16	do	do	39.25
16	do	do	3.14
23	Jno. C. Parker	Letter files	2.85
23	Columbia Rubber Works Co	Bands	218.40
Apr. 6	R. Carter Ballantyne	Files	2.55
6	J. L. Kervand	Lithographing	18.40
9	J. C. Parker	Pens	7.00
9	Landers, Frary & Clark	Erasers	27.00
9	M. S. Chapman, attorney	Envelopes	47.00
9	do	do	18.80
9	do	do	162.85
9	C. S. Braisted	Erasers	8.00
9	The Springfield Envelope Co	Envelopes	44.40
9	do	do	8.40
9	do	do	6.00
19	Jno. C. Parker	Fasteners	10.70
23	J. H. Chesley & Co	Knives	13.80
23	Hartman & Cadick	Record book	18.75
23	do	Portfolio	111.00
23	M. S. Chapman, attorney	Envelopes	19.20
23	do	do	3.20
23	R. Carter Ballantyne	do	3.85
23	Commercial Printing House	Cards	95.00
23	J. C. Addison	Sponge cups	118.66
23	The Springfield Envelope Co	Envelopes	30.00
May 1	J. C. Parker	Inkstands	6.40
1	J. L. Kervand	Embossing	5.00
7	M. S. Chapman, attorney	Envelopes	136.50
7	J. H. Chesley & Co	Shears	14.85
7	J. L. Kervand	Embossing	3.65
10	J. P. Nawrath	Tubes	42.50
10	M. S. Chapman, attorney	Envelopes	32.10
22	The Springfield Envelope Co	do	2.40
22	do	do	8.40
22	do	do	2.40
22	do	do	3.00
22	J. C. Parker	Fasteners	19.65
June 6	P. P. Kellogg & Co	Envelopes	1.60
6	do	do	3.14
6	do	do	3.14
6	The Springfield Envelope Co	do	8.40
6	do	do	21.60
6	M. S. Chapman, attorney	do	8.74
6	Easton & Rupp	Paper	91.25
6	Jno. C. Parker	Penholders	2.40
6	The Columbia Rubber Works Co	Bands	24.00
6	R. Carter Ballantyne	Fasteners	15.50
6	D. A. Tower	Penholders	31.72
6	Dennison Manufacturing Co	Tags	11.88
8	Easton & Rupp	Ink, etc	70.10
8	J. H. Mann	Press copy books	192.00
8	R. Carter Ballantyne	Pens, etc	30.56
15	P. P. Kellogg & Co	Envelopes	24.10
15	J. C. Addison	do	4.50
15	Parsons Paper Co	Paper	91.25
15	E. Morrison Paper Co	do	14.80
15	J. C. Parker	Calendars	5.25
15	Chas. M. Stoever	Paper	115.64
15	M. S. Chapman, attorney	Envelopes	67.38
15	do	do	30.00
July 2	J. L. Kervand	Lithographing	3.00
2	Jno. C. Parker	Ink, etc	15.20
2	do	Hectograph	5.68
2	Hartman & Cadick	Record books	286.78
2	M. S. Chapman, attorney	Envelopes	266.63

List of contracts entered into by the Postmaster-General, etc.—Continued.

STATIONERY—Continued.

Date.	To whom paid.	On what account.	Amount.
1895.			
July 2	M. S. Chapman, attorney	Envelopes	$4.00
2	Springfield Envelope Co	do	15.60
2	do	do	54.00
20	do	do	12.00
20	do	do	24.00
20	Chas. M. Stoever	Paper	43.55
20	J. C. Parker	do	3.85
20	M. S. Chapman, attorney	Envelopes	64.90
20	R. Carter Ballantyne	do	3.10
20	P. P. Kellogg & Co	do	7.00
Aug. 9	M. S. Chapman, attorney	do	22.19
22	E. Morrison Paper Co	Pens	160.17
22	P. P. Kellogg & Co	Envelopes	1.57
Sept. 18	J. L. Kervand	Embossing	3.65
18	Springfield Envelope Co	Envelopes	1.20
	Amount expended		6,590.71
	Balance unexpended		1,409.29
	Amount of appropriation		8,000.00

FUEL.

1894.			
Sept. 10	Robt. Boyd	Ash cans	$103.50
10	J. T. Walker Sons	Brick, etc	30.60
10	Chas. Werner	Wood	18 40
10	do	Coal	2,714.45
10	J. S. Wimsatt & Co	Hauling	32.75
10	W. A. Moore	Arch plates	176.05
11	Forsburg & Murray	Radiators	394.00
11	A. L. Pitney	Packing, etc	42.02
12	J. S. Wimsatt & Co	Hauling	41.50
12	A. W. Dailey	Relining furnace	20.00
Oct. 1	Chas. Werner	Wood	11.04
3	National Supply and Inv. Co	Shovels	9.00
4	J. S. Wimsatt & Co	Hauling ashes	53.50
17	J. T. Walker Sons	Fire brick	25.60
Nov. 2	Chas. Werner	Coal	231.03
2	do	Wood	18.40
2	J. S. Wimsatt & Co	Hauling	25.75
2	The Leavitt Machine Co	Tools	76.00
23	Chas. Werner	Coal and wood	19.43
23	Robt. Boyd		.40
Dec. 11	Chas. Werner	Wood	11.04
6	J. S. Wimsatt & Co	Hauling	32.25
11	Patapsco Oil and Grease Co	Oil	34.13
26	Chas. Werner	Wood	18.40
1895.			
Jan. 4	Jas. N. Nelson	Repairing flues	9.00
5	J. S. Wimsatt & Co	Removing ashes	37.00
5	Robt. Boyd	Flax packing	14.01
5	do	do	19.15
7	Chas. Werner	Wood and coal	456.45
12	do	Coal	1,100.00
17	do	do	220.00
Feb. 1	T. V. Noonan	Hose, etc	16.45
4	J. S. Wimsatt & Co	Removing ashes	34.00
12	Robt. Boyd	Ash cans, etc	51.98
15	Patapsco Oil and Grease Co	White waste	9.60
23	Jos. H. Brooke	Oil	31.20
23	Chas. Werner	Wood and coal	341.86
Mar. 1	Compton Electric Service Co	Thermostat	60.00
6	J. S. Wimsatt & Co	Hauling ashes, etc	38.25
6	Chas. Werner	Pine wood	18.40
6	Melville Lindsay	Gaskets	3.25
6	Chas. Werner	Coal	665.10
Apr. 6	J. S. Wimsatt & Co	Removing ashes	29.00
6	S. S. Shedd & Bro	Gas stove	4.50
9	Jno. K. Ward	Lubricating oil	17.85
9	Chas. Werner	Coal	394.09
May 7	J. S. Wimsatt & Co	Removing ashes	20.75
7	Robt. Boyd	Whitewash brushes	9.00
June 1	Revere Rubber Co	Sheet rubber	14.00
1	Chas. Werner	Wood and coal	414.52
6	J. S. Wimsatt & Co	Removing ashes	17.00
July 2	Chas. Werner	Coal	19.82

List of contracts entered into by the Postmaster-General, etc.—Continued.

FUEL—Continued.

Date.	To whom paid.	On what account.	Amount.
1895.			
Aug. 5	J. S. Wimsatt & Co	Hauling ashes	$17.00
5	Forsberg & Murray	Steam boiler	768.00
	Amount expended		8,990.47
	Balance unexpended		9.53
	Appropriation		9,000.00

LIGHTS.

1894.			
Sept. 10	United States Electric Lighting Co		$29.25
10	....do		6.89
10	Washington Gas Light Co		123.50
10	The People's Gas Saving Association		17.64
18	Washington Gas Light Co		115.00
18	The People's Gas Saving Association		16.42
18	United States Electric Lighting Co		8.52
18	....do		4.80
18	....do		25.05
Oct. 4	Washington Gas Light Co		132.25
5	United States Electric Lighting Co		7.91
5	....do		30.63
5	....do		83.16
16	The People's Gas Saving Association		18.89
Nov. 6	Washington Gas Light Co		148.25
16	United States Electric Lighting Co		86.76
16	....do		23.10
16	....do		17.00
16	The People's Gas Saving Association		21.18
Dec. 4	Washington Gas Light Co		180.75
7	United States Electric Lighting Co		15.39
7	....do		71.40
7	....do		.57
19	The People's Gas Saving Association		25.82
1895.			
Jan. 3	Washington Gas Light Co		185.00
5	United States Electric Lighting Co		88.77
5	The People's Gas Saving Association		26.43
Feb. 4	Washington Gas Light Co		225.25
4	The People's Gas Saving Association		32.18
4	United States Electric Lighting Co		164.21
Mar. 2	Washington Gas Light Co		151.50
6	The People's Gas Saving Association		21.64
6	United States Electric Lighting Co		57.44
Apr. 6	....do		99.83
6	Washington Gas Light Co		161.75
6	The People's Gas Saving Association		23.10
May 16	....do		21.10
16	Washington Gas Light Co		149.13
June 6	The People's Gas Saving Association		22.35
6	Washington Gas Light Co		156.50
6	United States Electric Lighting Co		102.87
6	....do		26.38
July 2	Washington Gas Light Co		133.50
2	The People's Gas Saving Association		19.07
12	United States Electric Lighting Co		98.90
	Amount expended		3,177.03
	Balance unexpended		2,072.97
	Appropriation		5,250.00

PLUMBING AND LIGHT FIXTURES.

1894.			
Sept. 10	United States Electric Lighting Co	Lamps	$17.50
10	T. V. Noonan	Plumbing, etc	144.00
18	....do	Screws, etc	16.15
Oct. 16	....do	Pipe	39.40
16	....do	Tiling	10.00
Nov. 16	....do	Ells, etc	22.80
1895.			
Jan. 3	....do	Basins	287.45
25	S. S. Shedd & Bros	Pipe	18.12

List of contracts entered into by the Postmaster-General, etc.—Continued.

PLUMBING AND LIGHT FIXTURES—Continued.

Date.	To whom paid.	On what account.	Amount.
1895.			
Feb. 4	J. W. Drew & Co	Lights	$76.50
5	United States Electric Lighting Co	Lamps	18.00
5	J. U. Burket	Repairs	35.00
Mar. 6	J. W. Drew & Co	Lights	18.00
6	T. V. Noonan	Tubing	22.75
11	Geo. F. Muth & Co	Lanterns, etc	2.10
13	T. V. Noonan	Tubing	49.10
May 2	----do	Material	57.70
31	----do	Plumbing	550.00
July 12	----do	Material	95.00
12	United States Electric Lighting Co	Lamps	16.25
	Amount expended		1,495.82
	Balance unexpended		4.18
	Appropriation		1,500.00

TELEGRAPHING.

1894.			
Nov. 23	Western Union Telegraph Co		$1.44
Dec. 12	----do		345.93
1895.			
Jan. 3	----do		212.59
Feb. 4	----do		176.81
4	----do		198.46
5	----do		8.61
Mar. 1	----do		175.91
11	----do		6.45
13	----do		169.42
Apr. 23	----do		214.97
May 10	The Great Northwestern Telegraph Co		2.55
16	Western Union Telegraph Co		4.31
31	Northern Telegraph Co		.29
June 1	Western Union Telegraph Co		201.64
1	Santa Fe, Prescott and Phœnix R. R. Co		.62
July 2	Western Union Telegraph Co		241.86
2	----do		178.63
5	----do		196.43
5	New York Central and Hudson River R. R. Co		.55
Sept. 20	Western Union Telegraph Co		.38
Dec. 2	Chicago, Burlington and Northern R. R. Co		1.36
	Amount expended		2,339.21
	Balance unexpended		160.79
	Appropriation		2,500.00

PAINTING.

1894.			
July 31	F. S. Newman		$77.25
Aug. 10	----do		118.38
17	----do		293.07
27	----do		136.56
Sept. 12	----do		259.08
18	Geo. F. Muth & Co		16.50
21	F. S. Newman		487.76
Oct. 5	----do		802.83
20	----do		758.24
17	----do		118.07
Nov. 2	----do		287.11
Dec. 7	Geo. F. Muth & Co		5.40
1895.			
Jan. 11	----do		3.00
Mar. 14	Fred. S. Newman		78.84
Apr. 9	----do		56.19
	Amount expended		3,498.28
	Balance unexpended		1.72
	Appropriation		3,500.00

List of contracts entered into by the Postmaster-General, etc.—Continued.

CARPETS AND MATTING.

Date.	To whom paid.	On what account.	Amount.
1894.			
Sept. 28	F. Petersen	Linoleum	$474.63
Oct. 1	Hall, Headington & Co	Carpets	58.12
1	....do	....do	133.13
4	F. Petersen	Cleaning carpets	146.70
5	Hall, Headington & Co	Carpets	245.78
Dec. 4	....do	....do	113.87
7	F. Petersen	Linoleum	107.40
1895.			
Jan. 25	Hall, Headington & Co	Carpets	379.45
Feb. 15	W. B. Moses & Sons	....do	2.50
Mar. 23	Hall, Headington & Co	....do	120.94
25	F. Petersen	....do	175.80
25	....do	....do	13.75
	Amount expended		1,972.07
	Balance unexpended		27.93
	Appropriation		2,000.00

CARPETS AND MATTING, AUDITOR'S OFFICE FOR POST-OFFICE DEPARTMENT.

1894.			
Sept. 18	F. Petersen	Linoleum	$534.00
Oct. 3	Hall, Headington & Co	Carpets	561.85
3	....do	....do	124.53
Dec. 7	F. Petersen	Rug	11.00
11	W. B. Moses & Sons	Linoleum	298.50
1895.			
Jan. 25	Hall, Headington & Co	Carpets	191.02
Feb. 1	W. B. Moses & Sons	Rugs	96.50
Mar. 23	....do	Linoleum	35.44
Apr. 9	Hall, Headington & Co	Carpets	87.27
Oct. 25	W. B. Moses & Sons	Linoleum	15.75
25	....do	....do	43.00
	Amount expended		1,998.86
	Balance unexpended		1.14
	Appropriation		2,000.00

FURNITURE.

1894.			
Sept. 10	A. Kalstrum	Caning chairs	$16.75
10	....do	Upholstering	20.00
Oct. 1	H. O. Towles	Desks, etc	75.50
1	A. Kalstrum	Caning chairs	13.75
4	Jno. Henderson, jr	Tables	56.00
17	Newman & Son	Desk	50.00
24	E. C. Elmore	Case, etc	42.50
Nov. 2	A. Kalstrum	Repairs	33.00
Dec. 11	....do	....do	2.75
Jan. 5	H. O. Towles	Desks, etc	79.00
25	A. Kalstrum	Caning	9.50
Mar. 6	W. H. Hoeke	Wardrobe	22.50
11	H. O. Towles	Mirrors	8.00
23	W. T. Galliher & Bro	Lumber	19.75
Apr. 9	A. Hopkins		75.00
	A. Kalstrum		31.00
	H. O. Towles		32.00
	Robt. Boyd		3.00
	F. Petersen		31.50
	W. H. Hoeke		25.00
	E. C. Elmore		55.00
	H. O. Towles		32.00
	United Typewriter and Supply Co		2.50
	H. O. Towles		19.75
	W. B. Moses & Co		27.12
	Geo. F. Muth & Co		14.90
	W. H. Hoeke		6.50
	Amount expended		804.27
	Balance unexpended		695.73
	Appropriation		1,500.00

List of contracts entered into by the Postmaster-General, etc.—Continued.

FURNITURE, AUDITOR'S OFFICE FOR POST-OFFICE DEPARTMENT.

Date.	To whom paid.	On what account.	Amount.
1894.			
Oct. 3	H. O. Towles	Desk	$45.00
16	H. W. Hinkle	Repairs	9.00
1895.			
Feb. 1	W. B. Moses & Sons	Chairs, etc	278.66
Mar. 11	Craig & Harding	do	24.50
May 6	W. B. Moses & Sons	do	5.50
16	do	Desks, etc	463.46
22	Owen Owen	Desk cloth	39.60
June 6	A. E. Wurdeman	Foot rests, etc	32.00
Sept. 27	W. B. Moses & Sons	Chairs	7.28
Oct. 25	do	do	8.50
25	do	Stools	22.50
Nov. 4	do	Tables	64.00
	Amount expended		1,000.00
	Appropriation		1,000.00

HORSES AND WAGONS.

1894.			
Sept. 10	J. B. Daish	Feed	$22.15
10	Lanahan Bros	Shoeing	14.13
18	J. B. Daish	Feed	26.61
18	Elphonzo Youngs	Salt	.25
18	Lanahan Bros	Shoeing	11.63
Oct. 4	K. Kneessi & Son	Brushes	6.50
4	do	Repairs	4.00
16	O. H. P. Clark	Pasturage	17.60
Nov. 13	F. W. Grenfell	Surgery	6.00
23	Lanahan Bros	Shoeing	11.25
23	Lutz & Bro	Lap robe	28.50
Dec. 4	J. B. Daish	Feed	25.34
4	Jno. H. Gheen	Horse hire	8.00
4	K. Kneessi & Son	Repairs	1.70
4	do	Pole strap	11.00
4	Jno. B. Daish	Feed	29.72
19	Lutz & Bro	Blankets	13.75
1895.			
Jan. 3	Jno. B. Daish	Straw, etc	23.46
3	Lanahan Bros	Shoeing	20.88
25	Jno. B. Daish	Oats, etc	24.44
Feb. 4	Lanahan Bros	Shoeing	22.25
12	Robt. Boyd	Boiler	4.00
23	Jno. B. Daish	Oats, etc	28.41
Mar. 6	Lanahan Bros	Shoeing	12.75
6	Lutz & Bros	Whip	2.00
13	Kneessi & Son	Repairs	6.75
13	do	Brushes, etc	3.50
Apr. 6	J. B. Daish	Hay, etc	28.41
6	Lanahan Bros	Shoeing	7.75
17	F. W. Grenfell	Surgery	6.00
May 1	Jno. H. Gheen	Horse hire	6.00
1	J. B. Daish	Hay, etc	22.64
2	Lanahan Bros	Shoeing	7.00
7	Jno. McDermott & Bro	Candles	6.00
22	Lutz & Bro	Lap robe	8.00
June 1	Jno. B. Daish	Feed	25.89
6	A. J. Joyce's Sons	Repairs	71.00
6	Lanahan Bros	Shoeing	8.75
6	Tho. McDermott Carriage Co	Repairs, etc	2.00
July 3	F. S. Williams & Co	Camphor, etc	1.25
3	J. B. Daish	Hay, etc	28.14
3	Lutz & Bros	Harness dressing	5.50
3	Lanahan Bros	Horseshoeing	8.75
3	A. J. Joyce's Sons	Wagon repairs	82.75
	Amount expended		712.40
	Balance unexpended		787.60
	Appropriation		1,500.00

List of contracts entered into by the Postmaster-General, etc.—Continued.

HARDWARE.

Date.	To whom paid.	On what account.	Amount.
1894.			
Sept. 8	A. F. Springsteen	Door checks	$9.60
10	Robt. Boyd	Nails, etc	64.25
15	D. W. Beveridge	Wire doors	41.00
18	----do	Wire railing	38.20
18	J. H. Chesley & Co	Pails	8.37
Oct. 3	The National Supply and Inv. Co	Hardware	1.75
16	Robt. Boyd	Gong, etc	12.55
17	The National Supply and Inv. Co	Gong	1.75
Nov. 8	D. W. Beveridge	Wire partition	29.15
23	Forsberg & Murray	Iron gate	30.00
1895.			
Jan. 5	Robt. Boyd	Hinges	15.05
11	Forsberg & Murray	Piston rod	29.80
Feb. 12	Robt. Boyd	Handsaw	8.25
May 7	----do	Truck wheels, etc	21.30
June 6	----do	Files, etc	12.95
8	E. G. Schafer & Co	Brass reducers	3.00
15	J. L. Barbour & Son	Pails	1.10
July 17	Robt. Boyd	Hardware	81.36
17	J. H. Chesley	----do	4.03
	Amount expended		413.46
	Balance unexpended		86.54
	Appropriation		500.00

MISCELLANEOUS ITEMS.

1884.			
July 31	A. W. Dailey	Repairs	$40.00
Aug. 8	I. P. Libbey	Work on clocks	3.50
8	----do	----do	3.00
1	J. U. Burket	Electric fans	153.50
1	Chas. E. Hodgkin	Repairs, etc	175.00
17	J. U. Burket	Electric fans	56.00
18	W. S. Hunnell	Repairs to typewriters	5.00
31	Robt. Beall	Repairs to letter press	1.00
31	----do	Copy press	75.00
31	----do	Poor's Manuel	7.50
31	----do	Copy press	30.00
Sept. 10	J. T. Walker Sons	Cement, etc	11.00
10	----do	Sand	4.00
10	N. Bunch	Repairs	33.00
10	Seaton Perry	Scrim	1.25
10	National Railway Publishing Co	Guides	9.34
10	Jno. K. Ward	Belting	12.13
10	Lansburgh & Bro	Crash	3.60
10	----do	Soap and cotton	21.98
10	J. L. Barbour & Son	Soap	7.05
10	Robt. Boyd	Brushes, etc	16.40
10	United States Electric Lighting Co	Current	55.41
10	National Capital Ice Co	Ice	75.88
10	E. E. Jackson & Co	Panel, etc	26.00
10	W. T. Galliher & Bro	Lumber	137.26
10	Wyckoff, Seamans & Benedict	Repairs	.40
11	Dexter & Co	Washing	12.28
11	Smith Premier Typewriter Co	Repairs	4.08
11	S. J. Haislett & Co	Flags	25.20
11	Forsberg & Murray	Cylender, etc	16.00
11	E. C. Elmore	File cases	150.00
18	Wyckoff, Seamans & Benedict	Typewriter	125.00
18	C. Schneider	Rubber bulbs	4.50
18	I. P. Libbey	Work on clocks	7.00
18	National Railway Publishing Co	Guides	9.34
18	National Capital Ice Co	Ice	81.86
18	Robacher's Disinfectant Co	Disinfectant	31.50
18	S. R. Waters	Brooms	6.57
18	The United States Electric Lighting Co	Current	39.00
18	Lansburgh & Bro	Soap	15.00
18	J. H. Chesley & Co	Dusters, etc	33.90
18	H. T. Ries	Repairs	6.00
18	Geo. F. Muth & Co	Glass	1.65
26	Church & Stephenson	Shelving	210.00
26	Metropolitan Railroad Co	Tickets	10.00
Oct. 1	J. C. Parker	Baskets, etc	172.55
1	Dexter & Co	Washing	14.63
1	C. Schneider	Repairs	2.00

List of contracts entered into by the Postmaster-General, etc.—Continued.

MISCELLANEOUS ITEMS—Continued.

Date.	To whom paid.	On what account.	Amount.
1894.			
Oct. 1	F. Petersen	Holland	$115.88
1	Jno. R. Galloway	Switch	1.75
1	Bancroft-Whitney Co	Law Reporter	29.44
1	C. F. Fendner	Basket	3.50
1	Newman & Co	Caligraph	77.90
1	I. P. Libbey	Repairing clocks	7.00
1	National Capital Ice Co	Ice	70.63
1	Jas. L. Barbour & Son	Soap	21.65
1	Fred. S. Newman	Glazing	17.75
1	The Smith Premier Typewriter Co	Repairs	4.00
1	E E. Jackson & Co	Molding	4.50
6	I. P. Libbey	Clock	3.50
6	Chesapeake and Potomac Telephone Co	Telephones	251.25
6	Robt. Beall	Dictionary	25.25
9	Royce & Marean	Clock service	1.25
16	The National Supply and Inv. Co	Merchandise	13.60
16	The United States Electric Lighting Co	Current for fans	14.76
16	M. Silverberg & Co	Frames	4.00
16	Robt. Boyd	Cleaning powder	2.50
16	Geo. F. Muth & Co	Glass	3.39
16	National Railway Publishing Co	Guides	14.00
16	Lansburgh & Bro	Soap	15.00
16	Ed. S. Bond	Labor	49.00
17	Fred. S. Newman	Glazing, etc	4.90
Nov. 2	Mrs. M. A. Weaver	Laundry	15.00
2	Chas. L. Condits	Cyclopedia	10.00
2	Jas. Anderson	Repairs	3.00
2	I. P. Libbey	Clock repairs	3.75
2	S. R. Waters	Brooms	21.90
2	Wyckoff, Seamans & Benedict	Repairs	4.00
2	----do	Typewriter, etc	143.46
2	Easton & Rupp	Mimeograph	13.60
2	Fred. S. Newman	Glazing	1.50
16	Holmes & Co	Rubber mats	58.40
16	Dexter & Co	Laundry	14.55
16	----do	----do	11.00
16	Geo. W. Knox Express Co	Drayage	30.00
16	National Railway Publishing Co	Guides	9.34
16	W. H. Veerhoff	Hanging pictures, etc	35.00
16	National Capital Ice Co	Ice	68.56
16	C. Schneider	Repairing safe	8.00
16	F. S. Williams & Co	Lye, etc	18.85
16	J. H. Chesley & Co	Mops, etc	7.93
16	Robt. Boyd	Dustpans, etc	14.75
16	Lansburgh & Bro	Cotton, etc	21.18
23	J. U. Burket	Batteries	193.85
23	----do	Electric fans	135.96
23	E. Morrison Paper Co	Strawboards	15.75
Dec. 4	Robt. Boyd	Wringers, etc	21.00
4	W. T. Galliher & Bro	Lumber	132.50
4	I. P. Libbey	Repairing clock	.75
4	----do	----do	2.00
4	Lansburgh & Bro	Soap	15.00
4	W. C. Newton & Co	Padding glue	13.75
6	National Capital Ice Co	Ice	55.48
6	J. H. Chesley & Co	Dusters, etc	5.70
7	F. Petersen	Holland, etc	121.63
7	F. S. Williams & Co	Sponges, etc	90.42
11	Dexter & Co	Laundry	11.64
11	Jas. L. Barbour & Son	Soap	11.75
12	J. C. Parker	Baskets, etc	71.10
15	J. S. Rollow, manager	Work on roof	122.65
17	I. P. Libbey	Clock	4.00
17	J. C. Ergood & Co	Soapine	3.67
17	Geo. F. Muth & Co	Glass and putty	61.98
19	Frank A. Bond	Testing scales	2.00
19	E. W. Woodruff	File boxes	18.90
19	National Railway Publishing Co	Guides	9.34
26	E. C. Elmore	File case	165.00
26	Robt. Beall	Letterpress	39.50
26	E. W. Woodruff	File boxes	40.00
26	C. Brintzinghoffer	Brushes	21.20
1895.			
Jan. 3	Wyckoff, Seamans & Benedict	Repairs	18.84
3	E. W. Woodruff	File cases	11.25
5	J. C. Ergood	Soapine	3.67
5	National Capital Ice Co	Ice	51.29
5	W. Andrew Boyd	Directories	85.00
5	The National Supply and Inv. Co	Cooler	3.50
5	The Chesapeake andPotomac Telephone Co	Telephone	245.25

List of contracts entered into by the Postmaster-General, etc.—Continued.

MISCELLANEOUS ITEMS—Continued.

Date.	To whom paid.	On what account.	Amount.
1895.			
Jan. 5	The Chesapeake and Potomac Telephone Co.	Telephone	$13.25
5	J. U. Burket	Repairs	39.70
5	Robt. Boyd	Zinc	14.25
8	Buchanan Bros	Thermometer	2.00
8	J. H. Chesley & Co	Dusters	8.67
8	National Railway Publishing Co	Guides	14.00
8	I. P. Libbey	Repairing clock	6.00
8	Dexter & Co	Washing towels	12.16
11	J. W. Boteler & Sons	Cuspidors, etc	21.75
11	E. Morrison Paper Co	Pebble cloth	2.40
11	J. P. Johnston	Door checks	64.00
11	Geo. F. Muth & Co	Glass, etc	21.07
17	E. J. Watts	Stand	1.98
17	I. P. Libbey	Repairing clock	2.00
25	Metropolitan Railroad Co	Tickets	10.00
25	Lansburgh & Bro	Soap	15.00
25	Robert Beall	Files, etc	17.42
25	Mrs. M. A. Weaver	Laundry	3.00
25	Wyckoff, Seamans & Benedict	Repairs	14.50
25	Royce & Marean	Observatory clock	1.25
Feb. 1	Robacher's Disinfectant Co	Disinfectant	31.50
1	W. S. Tappan	Relucent	1.75
1	Robt. Beall	Dictionary	10.00
1	W. D. Clark & Co	Cotton cloth	3.50
4	C. F. Fendner	Baskets	16.50
4	Dexter & Co	Laundry	15.59
4	National Railway Publishing Co	Guides	9.34
4	National Capital Ice Co	Ice	53.18
11	F. P. May	Snow shovels	3.60
11	J. L. Barbour & Son	Soap	11.75
15	J. C. Ergood & Co	Soapine	3.67
23	I. P. Libbey	Repairing clocks	8.25
23	Frank Hume	Soap	2.55
23	Seaton Perry	Cotton and duck	14.13
Mar. 1	Smith Premier Typewriter Co	Typewriter	70.00
1	Robt. Beall	Atlas	7.50
1	Jas. A. Nicholson & Son	Awning cloth	109.58
1	Chas. T. Carter & Co	Weather strips	3.89
2	A. L. Pitney	Metal polish	3.00
2	J. H. Chesley & Co	Tubs	16.30
6	National Capital Ice Co	Ice	44.60
6	National Railway Publishing Co	Guides	9.34
6	W. S. Hunnell	Repairs	5.00
6	E. E. Jackson & Co	Ash rollers	12.50
11	Geo. F. Muth & Co	Oil, etc	9.20
11	Jas. L. Barbour & Son	Soap	75.00
11	Western Publishing Co	Law books, etc	10.25
11	Dexter & Co	Laundry	12.85
11	E. W. Woodruff	File holders	4.50
11	Royce & Marean	Clock, etc	35.00
14	Fred. S. Newman	Repairing	6.00
14	----do	----do	3.50
14	----do	----do	7.75
16	M. C. Newton & Co	Roller	.50
23	Wyckoff, Seamans & Benedict	Repairs	58.75
23	Lansburgh & Bro	Soap	15.00
23	Fosberg & Murray	Repairing cylinder	21.00
Apr. 6	The Chesapeake and Potomac Telephone Co	Rent, etc	245.25
6	National Capital Ice Co	Ice	53.18
6	I. P. Libbey	Clock repairs	3.00
6	Dexter & Co	Laundry	12.60
9	W. T. Galliher & Bro	Lumber	86.00
9	----do	----do	41.50
9	J. L. Barbour & Son	Soap, etc	17.15
9	J. U. Burket	Batteries	43.90
9	J. C. Parker	Baskets, etc	123.95
9	I. P. Libbey	Repairing clock	161.10
9	J. C. Parker	Mimeograph	32.00
17	I. P. Libbey	Repairing clock	4.00
17	Lawyers' Cooperative Publishing Co	Reports	15.50
17	National Railway Publishing Co	Guides	14.00
18	J. U. Burket	Batteries	100.00
23	The Smith Premier Typewriter Co	Repairs	4.78
23	J. Q. Thompson & Co	Advertising	31.20
23	Geo. F. Muth & Co	Glass, etc	14.93
23	Wm. Reynolds	Resodding	50.00
23	J. W. Boteler & Son	Baskets	18.25
29	Marshall Cushing	Advertising	19.50
May 1	Wyckoff, Seamans & Benedict	Repairs	.70
1	E. Morrison Paper Co	Strawboard	19.00

List of contracts entered into by the Postmaster-General, etc.—Continued.

MISCELLANEOUS ITEMS—Continued.

Date.	To whom paid.	On what account.	Amount.
1895.			
May 1	M. E. Mann	Cyclopedia	$7.00
1	I. P. Libbey	Repairing clock	3.00
1	F. A. Schmidt	Frame	3.85
1	W. J. Armstrong & Co	Advertising	13.50
7	J. H. Chesley & Co	Feather dusters	8.40
7	Robt. Boyd	Paste brushes	.90
7	S. J. Haislett & Co	Flags	21.35
7	National Capital Ice Co	Ice	53.18
7	Dexter & Co	Washing	15.99
10	Royce & Marean	Clock	1.25
10	Louise Schade, Sentinel	Advertising	14.57
10	Washington News Publishing Co	do	11.76
10	Lansburgh & Bro	Curtains	52.80
16	I. P. Libbey	Clock repairs	3.00
16	F S. Williams & Co	Whisk brooms	4.40
16	National Railway Publishing Co	Guides	9.34
16	United Typewriter Supplies Co	Typewriters, etc	27.00
16	do	do	135.00
16	do	do	60.00
22	Robt. Beall	Books	35.00
22	I. P. Libbey	Clock	3.50
22	Z. D. Gilman	Bottles	4.80
22	Washington Post Co	Advertising	23.10
22	The Chesapeake and Potomac Telephone Co	Telephone	7.50
27	R. M. Bonsall	Halyards	15.00
27	Forsberg & Murray	Repairs	27.63
23	Forsberg & Murray	Letter press	13.75
June 1	Smith Premier Typewriter Co	Repairs	5.25
1	Capital Powered Soap Co	Soap boxes	2.63
1	E. W. Woodruff	File holders	18.00
6	Robt. Boyd	Lime	1.00
6	E. Waldecker, Volks Tribune	Advertising	19.12
6	J. H. Chesley & Co	Buckets	36.90
6	I. P. Libbey	Repairing clocks	3.00
8	National Capital Ice Co	Ice	57.26
15	Dexter & Co	Laundry	12.54
15	National Railway Publishing Co	Guides	9.34
15	United Typewriter and Supplies Co	Typewriter, etc	85.50
21	Robt. Beall	Letter press	21.00
July 2	M. C. Flannery	Repairs	3.00
2	United Typewriter and Supplies Co	Typewriter	85.50
2	Geo. F. Muth & Co	Glass	1.50
2	Carl Petersen	Reading glass	1.00
2	Wyckoff, Seamans & Benedict	Typewriters, etc	144.40
2	Robt. Beall	Dictionaries	20.00
2	Washington Times Co	Advertising	12.25
2	J. W. Boteler & Son	Pitcher lining	12.00
2	Jas. L. Barbour & Son	Soap	11.75
2	F. S. Williams & Co	Turpentine	7.95
2	Wyckoff, Seamans & Benedict	Repairs	10.25
2	do	Oil	4.00
5	J. U. Burket	Electric bells	78.70
6	J. H. Chesley & Co	Water coolers	7.60
6	Jno. C. Parker	Pens	43.00
6	W. T. Galliher & Bro	Lumber	40.24
6	National Capital Ice Co	Ice	76.32
6	Dexter & Co	Laundry	12.67
6	Lansburgh & Bro	Soap	15.00
12	H. L. Crawford	Pavement	617.40
12	The Chesapeake and Potomac Telephone Co	Telephones	226.09
12	National Railway Publishing Co	Guides	14.00
12	Royce & Marean	Clock rent	2.50
12	Forsberg & Murray	Belting	9.66
12	United States Electric Lighting Co	Current	28.14
12	Lansburgh Bros	Cotton cloth	11.21
17	Robt. Boyd	Scroll saw	65.00
Aug. 1	Smith Premier Typewriter Co	Repairs	5.25
	E. C. Elmore	Windows	140.00
	Edw. J. Watts	Umbrella stand	1.75
	Robt. Boyd	Dust brushes, etc	4.85
	Elphonzo Youngs	Wax tapers	1.00
	The Lawyers' Cooperative Publishing Co	Reports	10.00
	Amount expended		9,711.96
	Balance unexpended		288.04
	Appropriation		10,000.00

List of contracts entered into by the Postmaster-General, etc.—Continued.

MISCELLANEOUS ITEMS, AUDITOR'S OFFICE FOR POST-OFFICE DEPARTMENT.

Date.	To whom paid.	On what account.	Amount.
1894.			
Oct. 2	Fred'k Springman	Hauling	$23.00
3	W. T. Galliher & Bro	Lumber	3.00
3	Newman & Son	Repairs, etc	153.00
3	A. H. Gawler	Door checks	1.00
3	Smith Premier Typewriter Co	Typewriter	110.50
3	Jno. R. Galloway	Flexible cord	12.00
3	Robt. Boyd	Nails, etc	25.19
3	Jno. G. Hodges	Binder	18.15
3	United States Electric Lighting Co	Lamps	17.50
3	W. T. Galliher & Bro	Shelving	96.40
6	J. C. Addison	Cardboard	17.16
16	H. W. Hinkle	Cases, etc	111.20
17	Robt. Boyd	Nails, etc	4.10
17	Wyckoff, Seamans & Benedict	Repairs	160.00
Nov. 2	H. Baumgarten	Stamps	8.60
2	Jno. G. Hodges	Binders	22.70
2	E. Morrison Paper Co	Cardboard	1.63
2	H. W. Hinkle	Shelving	42.10
2	Chas. Fischer	Knives	6.00
2	United States Electric Lighting Co	Lamps	17.50
2	Wyckoff, Seamans & Benedict	Repairs	32.50
Oct. 20	W. T. Galliher & Bro	Shelving	49.70
Nov. 16	G. W. Knox Express Co	Drayage	30.21
23	L. Hopfeinmaier	Freight	19.45
Dec. 10	E. Morrison Paper Co	Cardboard	1.63
19	H. Baumgarten	Stamps	26.15
26	J. Baumgarten & Son	....do	10.00
26	Lansburgh & Bro	Soap	12.00
26	W. S. Hunnell	Repairs	2.50
1895.			
Jan. 3	H. W. Hinkle	Storm steps	10.00
3	Robt. Boyd	Shovels, etc	1.90
25	Woodward & Lothrop	Curtains	55.50
25	Francis Miller	Sponge	10.00
25	Wyckoff, Seamans & Benedict		2.00
25	Robt. Beall	Directory	5.00
Feb 1	H. W. Hinkle	Notice boards	10.00
1	W. B. Moses & Sons	Carpet sweepers	5.00
5	C. F. Fendner	Baskets	21.00
15	August Wurdeman	Cases	7.50
15	E. W. Woodruff	Files	37.00
Mar. 1	H. Baumgarten	Stamps	22.65
6	J. Baumgarten & Son	Repairs	2.50
11	J. L. Barbour & Son	Soap	25.00
11	Robt. Boyd	Screws, etc	10.60
16	Lansburgh Bros	Soap	16.83
16	C. H. Davidson	Clock	15.00
23	Wyckoff, Seamans & Benedict	Roller	1.10
23	W. S. Hunnell	Repairs	2.50
26	A. E. Wurdeman	Cases, etc	236.00
Apr. 6	J. C. Ergood & Co	Soapine	3.67
6	Wm. Ballantyne & Son	Book	1.25
6	R. H. Mudd & Son	Switch board	137.00
6	Thos. Somerville & Sons	Lead plates	18.00
6	United Typewriter and Supplies Co	Supplies	5.00
22	H. Baumgarten	Stamps	10.00
May 1	E. Morrison Paper Co	Paper	1.05
1	S. R. Waters	Brooms	2.19
1	Lansburgh & Bro	Soap	6.00
1	M. W. Beveridge	Tumblers	37.70
1	Geo. F. Muth & Co	Chimneys	1.00
7	Robt. Boyd	Screws	11.30
7	Jno. R. Galloway	Plugs	12.90
7	J. H. Chesley & Co	Feather dusters	4.20
16	W. T. Galliher & Bro	Lumber	8.00
16	Wyckoff, Seamans & Benedict		2.00
16	Robt. Boyd	Nails, etc	2.10
27	H. Baumgarten	Stamps	54.45
June 15	Lansburgh & Bro	Soap, etc	10.16
22	R. H. Mudd & Co	Batteries	30.00
July 26	J. S. Topham	Straps	9.00
Aug. 3	J. H. Chesley & Co	Wringer	2.25
9	Robt. Boyd	Locks	2.13
Sept. 13	Lansburgh & Bro	Soap	6.00
13	Easton & Rupp	Repairs	6.00
	Amount expended		1,915.30
	Balance unexpended		84.70
	Appropriation		2,000.00

List of contracts entered into by the Postmaster-General, etc.—Continued.

RENT.

Date.	To whom paid.	On what account.	Amount.
1894.			
Aug. 1	Hayward & Hutchinson		$125.00
1	J. H. Gray & Co., agents		333.33
Sept. 10	Hayward & Hutchinson		125.00
10	J. H. Gray & Co., agents		333.33
Oct. 1	do		333.34
1	Hooe & Herbert		2,000.00
3	Hayward & Hutchinson		125.00
3	Anheuser-Busch Brewing Association		2,750.00
4	The Union Building Co		500.00
Nov. 1	J. H. Gray & Co., agents		333.33
2	Hayward & Hutchinson		125.00
Dec. 4	J. H. Gray & Co., agents		333.33
4	Hayward & Hutchinson		125.00
7	Union Building Co		333.32
1895.			
Jan. 2	J. H. Gray & Co., agents		333.34
3	Hayward & Hutchinson		125.00
3	Union Building Co		166.67
3	Hooe & Herbert		2,000.00
3	Anheuser-Busch Brewing Association		2,750.00
Feb. 1	J. H. Gray & Co., agents		333.33
1	Hayward & Hutchinson		125.00
11	Union Building Co		166.67
Mar. 1	Hayward & Hutchinson		125.00
1	J. H. Gray & Co		333.33
2	Union Building Co		166.66
Apr. 2	Hayward & Hutchinson		125.00
2	J. H. Gray & Co		333.34
6	Union Building Co		166.67
6	Anheuser-Busch Brewing Association		2,750.00
6	Hooe & Herbert		2,000.00
30	Union Building Co		166.66
30	J. H. Gray & Co		333.33
May 1	Hayward & Hutchinson		125.00
June 1	do		125.00
1	J. H. Gray & Co		333.33
5	Union Building Co		166.67
29	do		166.66
29	J. H. Gray & Co		333.34
July 2	Hayward & Hutchinson		125.00
2	Hooe & Herbert		2,000.00
17	Anheuser-Busch Brewing Association		2,750.00
	Amount expended		26,499.98
	Balance unexpended		.02
	Appropriation		26,500.00

PUBLICATION OF OFFICIAL POSTAL GUIDES.

1894.			
Sept. 10	George F. Lasher	Guides	$676.52
Oct. 3	do	do	883.06
Nov. 2	do	do	747.40
23	do	do	746.93
Dec. 26	do	do	812.37
1895.			
Feb. 4	do	do	14,800.00
Mar. 1	do	do	672.87
23	do	do	674.32
Apr. 23	do	do	744.08
May 22	do	do	677.78
June 28	Frank H. Thomas	Expenses	26.30
July 2	George F. Lasher	Guides	160.00
2	do	do	679.09
19	do	do	680.36
	Amount expended		22,981.08
	Balance unexpended		7,018.92
	Appropriation		30,000.00

List of contracts entered into by the Postmaster-General, etc.—Continued.

POST-ROUTE MAPS.

Date.	To whom paid.	On what account.	Amount.
1894.			
July 25	Julius Bien & Co	Maps	$350.00
21	Avon Haake	Expenses	17.15
21	H. W. Hinkle	Rollers	79.28
Sept. 10	Robt. Boyd	Screw eyes	34.55
10	National Railway Publishing Co	Guides	2.00
11	Walker, Evans, Cogswell & Co	Maps	5.00
11	A. G. Butts	do	5.00
15	H. W. Hinkle	Strips	40.00
18	National Railway Publishing Co	Guides	2.00
Oct. 1	Jno. C. Parker	Map rack	50.00
1	T. G. Hood	Cotton	105.39
3	H. W. Hinkle	Rollers, etc	105.84
16	National Railway Publishing Co	Guides	2.00
Nov. 23	T. G. Hood	Cotton	182.16
Dec. 4	do	do	112.18
4	Edward Block	Negatives	20.00
7	A. Hoen & Co	Maps	3,375.00
7	do	do	525.00
7	do	do	259.00
7	do	do	156.79
7	Geo. F. Muth & Co	Ink, etc	31.84
19	National Railway Publishing Co	Guides	2.00
Nov. 16	H. W. Hinkle	Map strips	153.60
16	Avon Haake	Expenses	24.05
16	National Railway Publishing Co	Guides	2.00
1895.			
Jan. 5	Robt. Boyd	Nails	2.95
8	National Railway Publishing Co	Guides	2.00
12	Thos. G. Hood	Cotton cloth	113.18
17	A. Hoen & Co	Maps	3,375.00
17	do	do	150.00
25	Elphonzo Youngs	Flour, etc	5.50
Feb. 1	H. Baumgarten	Stencils	2.00
1	H. W. Hinkle	Roller, etc	100.68
5	National Railway Publishing Co	Guides	2.00
Mar. 1	H. Baumgarten	Stencils	8.00
6	National Railway Publishing Co	Guide	2.00
11	Geo. F. Muth & Co	Tracing cloth	19.13
Apr. 2	H. W. Hinkle	Map rollers	76.44
9	Thos. G. Hood	Cotton cloth	110.43
16	National Railway Publishing Co	Guides	2.00
17	Avon Haake	Expenses	28.10
23	C. Becker	Leather straps	10.00
23	Geo. F. Muth & Co	Glue, etc	4.45
23	Elphonzo Youngs	Flour and alum	3.00
23	A. Hoen & Co	Maps	3,375.00
May 1	do	do	724.00
7	H. W. Hinkle	Map rollers	71.28
14	National Railway Publishing Co	Guides	2.00
16	The New York Times Publishing Co	Advertising	36.80
22	The Times Publishing Co	do	18.40
22	Record Publishing Co	do	19.20
22	W. B. Moses & Sons	Cord, etc	4.20
22	The Globe Newspaper Co	Advertising	12.50
June 6	The New York World	do	22.00
6	Frank H. Thomas	Expenses	11.05
15	Avon Haake	do	14.95
15	National Railway Publishing Co	Guides	2.00
15	Thos. G. Hood	Cotton cloth	78.80
15	A. S. Abell Co	Advertising	13.20
15	H. W. Hinkle	Map rollers	20.58
July 2	The Chicago Herald Co	Advertising	30.00
2	National Railway Publishing Co	Guides	2.00
Aug. 10	G. P. Strum	Tracing	130.00
16	A. Hoen & Co	Maps	3,375.00
16	do	do	74.00
22	do	do	1,620.00
Oct. 25	Detroit Free Press Co	Advertising	11.52
	Amount expended		19,327.17
	Balance unexpended		44.02
			19,371.19
	Appropriation		18,000.00
	Amount derived from sale of maps		1,371.19
			19,371.19

List of contracts entered into by the Postmaster-General, etc.—Continued.

POSTAGE.

Date.	To whom paid.	On what account.	Amount.
1894.			
Oct. 5	Washington City Post-Office		$100.00
Dec. 17	do		150.00
1895.			
Jan. 25	do		150.00
Mar. 12	do		150.00
	Amount appropriated		550.00

SHANGHAI POSTAL AGENCY.

Dr.		Cr.	
To expenses, miscellaneous items	$2,135.08	By stamps sold and postage collected	$4,594.73
Excess of revenue	2,577.46	By box rents collected	117.81
Total	4,712.54	Total	4,712.54

POST-OFFICE DEPARTMENT,
SALARY AND ALLOWANCE DIVISION,
Washington, D. C., January 13, 1896.

SIR: The only contracts in existence during the fiscal year 1894–95 in this division were as follows:

International Postal Supply Company of New York, 100 machines* at an annual rental of $400 each, located at the following points:

Post-office.	Number.	Post-office.	Number.	Post-office.	Number.
Akron, Ohio	1	Evansville, Ind	1	Pittsburg, Pa	2
Albany, N. Y	1	Fort Wayne, Ind	1	Portland, Me	1
Allegheny, Pa	1	Fort Worth, Tex	1	Portland, Oreg	1
Atlanta, Ga	1	Grand Rapids, Mich	1	Providence, R. I	1
Augusta, Ga	1	Harrisburg, Pa	1	Quincy, Ill	1
Augusta, Me	1	Hartford, Conn	1	Richmond, Va	1
Baltimore, Md	2	Houston, Tex	1	Rochester, N. Y	2
Binghamton, N. Y	1	Indianapolis, Ind	1	Saginaw E. Side, Mich	1
Birmingham, Ala	1	Jacksonville, Fla	1	St. Joseph, Mo	1
Brooklyn, N. Y	3	Kansas City, Mo	2	St. Louis, Mo	2
Buffalo, N. Y	2	Knoxville, Tenn	1	St. Paul, Minn	1
Burlington, Iowa	1	Lincoln, Nebr	1	Salt Lake City, Utah	1
Cedar Rapids, Iowa	1	Los Angeles, Cal	1	San Francisco, Cal	2
Chattanooga, Tenn	1	Louisville, Ky	1	Scranton, Pa	1
Chicago, Ill	4	Memphis, Tenn	1	Sioux City, Iowa	1
Cincinnati, Ohio	2	Milwaukee, Wis	1	Springfield, Ill	1
Cleveland, Ohio	2	Minneapolis, Minn	1	Springfield, Mass	1
Columbus, Ohio	1	Nashville, Tenn	1	Springfield, Ohio	1
Council Bluffs, Iowa	1	Newark, N. J	1	Syracuse, N. Y	1
Dallas, Tex	1	New Haven, Conn	1	Terre Haute, Ind	1
Dayton, Ohio	1	New Orleans, La	1	Toledo, Ohio	1
Denver, Colo	1	New York, N. Y	7	Topeka, Kans	1
Des Moines, Iowa	1	Omaha, Nebr	1	Washington, D. C	2
Detroit, Mich	2	Peoria, Ill	1	Wilmington, Del	1
Dubuque, Iowa	1	Philadelphia, Pa	3	Wheeling, W. Va	1
Duluth, Minn	1				

*Canceling machines.

List of contracts entered into by the Postmaster-General, etc.—Continued.

American Postal Machines Company of Boston, 113 machines* at an annual rental of $200 each, located at the following points:

Post-office.	Number.	Post-office.	Number.	Post-office.	Number.
Boston, Mass	40	Kalamazoo, Mich	1	Reading, Pa	1
Bridgeport, Conn	1	Lancaster, Pa	1	South Bend, Ind	1
Brockton, Mass	1	Lowell, Mass	1	Trenton, N. J	1
Camden, N. J	1	Lynchburg, Va	1	Utica, N. Y	1
Canton, Ohio	1	Lynn, Mass	1	Wilkesbarre, Pa	1
Chicago, Ill	31	Manchester, N. H	1	Washington, D. C	2
Elmira, N. Y	1	Philadelphia, Pa	21	Worcester, Mass	2
Erie, Pa	1				

* Canceling machines.

This is in response to your personal inquiry.

Very respectfully,

C. O. SHEPHERD,
Chief Salary and Allowance Division.

F. H. THOMAS,
Chief Clerk Post-Office Department.

OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,
DIVISION OF POST-OFFICE SUPPLIES,
Washington, D. C., December 14, 1895.

SIR: In response to your request of the 9th instant I submit herewith the names of all contractors, the articles contracted for, and the price paid for same for the fiscal year ended June 30, 1895:

Item No.	Name of contractor and article.	Price.
	C. M. Stoever, Philadelphia, Pa.:	
1	Foolscap, white, 16 pounds to ream ---- per ream	$1.09
3	Quarto demy, 5 pounds to ream ---- do	.59
5	Demy, white, 28 pounds to ream ---- do	1.87
6	Folded linen, note, 6 pounds to ream ---- do	.77
7	Half medium, white, 14 pounds to ream ---- do	.93
9	Flat-cap, linen stock, 18 pounds to ream ---- do	1.61
11*b*	Rag print, white, 25 pounds to ream ---- do	.97
12*a*	Card blotter, 100 pounds to ream ---- do	6.35
15*a*	Scratch blocks, 4½ by 8 inches ---- per dozen	.17
15*b*	Scratch blocks, 4½ by 6 inches ---- do	.14
18	Flat-cap, 14, 16, 18, or 20 pounds to 480 sheets ---- per pound	.057
19	Folio, white, 24, 28, or 30 pounds to 480 sheets ---- do	.055
20*a*	Bristol cardboard, white, 4-ply, 140 pounds to 500 sheets ---- per sheet	.01475
20*b*	Bristol cardboard, white, 3-ply, 120 pounds to 500 sheets ---- do	.0126
22*a*	Flat book, 50, 60, or 80 pounds to 480 sheets ---- per pound	.039
82	Pure linen paper, 2½ pounds to ream, 8 by 13 ---- per ream	.62
83	Pure linen paper, 2 pounds to ream, 8 by 10½ ---- do	.47
150	Wrapping paper, 20 by 29, 28 pounds to ream ---- do	1.0975
151	Wrapping paper, 20 by 24, 24 pounds to ream ---- do	.91
	J. C. Addison, Washington, D. C.:	
12*b*	Card blotter, 120 pounds to ream ---- per ream	7.70
20	Bristol cardboard, 3-ply, in colors, 120 pounds to 500 sheets ---- per sheet	.0105
22	Book paper, 40, 50, or 60 pounds to 480 sheets ---- per pound	.04
62	Ink, black, quarts ---- per dozen	1.30
71*a*	Inkstands, round, 2½-inch ---- do	1.018
71*b*	Inkstands, round, 3-inch ---- do	1.285
71*c*	Inkstands, round, 3½-inch ---- do	1.584
73*a*	Sponge cups, 3-inch ---- do	.348
73*b*	Sponge cups, 4-inch ---- do	.514
74	Paper weights, glass ---- do	.66
120	Paper weights, metal ---- do	.70
121	Penracks ---- do	.3225
122	Twine pots ---- do	3.28
21	Blank cardboard, 6-ply ---- per sheet	.02
	R. Carter Ballantyne, Washington, D. C.:	
46	Pens, silverine, No. 2 ---- per gross	.4275
	Pens, Gillott's, No. 417 ---- do	.3775
	Pens, Dreka's, No. 3 ---- do	.527
	Pens, Perry's, No. 127 ---- do	.4975
	Pens, Perry's, No. 753 ---- do	.44
	Pens, Cohen & Son, No. 1022 ---- do	.385

List of contracts entered into by the Postmaster-General, etc.—Continued.

Item No.	Name of contractor and article.	Price.
48	Drawing or ruling pens, per dozen	$0.60
97	Press copy books, 12 by 18, 500 pages, do	14.80
111	Copying pads, do	.87
116*a*	Paper fasteners, No. 2, per 1,000	.775
116*b*	Paper fasteners, No. 3, do	1.0275
124	Seal papers, do	2.51
128	Sealing wax, per pound	.149
131*a*	Pins in half-pound boxes, do	.1625
131*b*	-----do, do	.1775
131*c*	-----do, do	.1975
131*d*	-----do, do	.25
136	Shipping tags, 1⅞ by 3⅞ inches, per 1,000	.38
	Shipping tags, 2⅛ by 4⅛ inches, do	.435
	Shipping tags, 2⅜ by 4⅞ inches, do	.53
	Shipping tags, 3⅛ by 5⅛ inches, do	.775
	Easton & Rupp, Washington, D. C.:	
17	Blank examination cards, per 1,000	.3375
21*a*	Railroad cardboard, in colors, per sheet	.0597
46	Pens, K 333, per gross	.26
61	Writing fluid, quart, per dozen	1.50
63	Ink, carmine, pints, do	1.94
64	-----do, do	1.84
65	Ink, carmine, 4 ounce, do	.65
66	Mucilage, quarts, do	2.00
67	Blue mucilage, per gallon	.78
70	Mucilage stands, per dozen	.97
84*a*	Semicarbon, 13 by 13, per sheet	.045
84*b*	Semicarbon, 8 by 13, do	.0275
84*c*	Semicarbon, 8 by 10½, do	.0275
104*b*	Blank books, 6 by 14¼, per 100 pages	.16
104*c*	Blank books, 8 by 10¼, do	.20
113*a*	Files, 9 by 11, 250, per dozen	4.75
113*b*	Files, 9 by 11, 500, do	6.75
113*c*	Files, 9 by 15, 250, do	5.99
113*d*	Files, 9 by 15, 500, do	8.49
113*e*	Files, 11 by 15, 250, do	6.75
113*f*	Files, 11 by 15, 500, do	9.75
125	Silk taste, hanks, do	.45
135*a*	Carbon paper, 9½ by 10, per sheet	.0075
135*b*	Carbon paper, 9½ by 13½, do	.0075
135*c*	Carbon paper, 7½ by 15, do	.0075
135*d*	Carbon paper, 9 by 15, do	.0075
135*e*	Carbon paper, 10 by 15, do	.0075
135*f*	Carbon paper, 12 by 18, do	.0075
135*g*	Carbon paper, 13 by 22, do	.0075
	B. Chambers, Lodge, Va.:	
87	Hand dating stamp, each	.60
165	Stamp A, do	3.50
	Extra type, do	.04
165*a*	Similar to Stamp A, do	3.50
	Extra type, do	.04
	Index letters, do	.10
165*b*	Receiving stamp, do	3.50
166	Stamp B, do	1.60
	Extra type, do	.01
166*a*	Receiving stamp, do	1.40
167	Stamp C, hours, do	.82
167	Stamp C, without hours, do	.72
	Type 1–31, do	.01
	Type 32–999, do	.08
168	Stamp D, do	.69
169	Stamp E, steel, do	.46
	Type metal, do	.44
	Steel type or type-metal type, do	.005
170	Stamp F, do	.25
171	Stamp G, do	.12
171*a*	Returned to writer, do	.20
172	Stamp H, do	.25
173	Stamp I, do	.0169
174	Stamp J	.35
175	Stamp K	.35
176	Brass seal	.15
177	Die and mold, complete	1.50
	Mold alone	.25
	Die and mold, with slot	1.75
	Numerals	.12
	Letters	.12
	Mold alone	.30
178	Brass sockets	.25
	Powers Paper Co., Holyoke, Mass.:	
2	Legal cap, white, 16 pounds to ream, per ream	1.04

List of contracts entered into by the Postmaster-General, etc.—Continued.

Item No.	Name of contractor and article.	Price.
	W. A. Wheeler, jr., New York, N. Y.:	
4	Demy, white, 24 pounds to ream ..... per ream	$1.74
11*a*	Rag print, 20 pounds to ream ..... do	.80
110	Blotting pads ..... per dozen	.95
115	Thumb tacks ..... do	.05
	J. P. Nawrath, New York, N. Y.:	
23	Strawboard tubes ..... per 1,000	8.50
123	Red tape ..... per dozen	1.92
132	Sponge ..... per pound	.545
154	Flax twine ..... do	.115
	Morrill Bros., Fulton, N. Y.:	
24	Printed facing slips ..... per 1,000	.0134
	Printed card slide labels, lots of—	
	50	.04
	100	.05
	200	.06
	300	.07
	400	.08
	500	.09
137	Tags, Holland ..... per 1,000	2.53
137*a*	Tags, Turkey red ..... do	2.53
	John M. Hinkle, Washington, D. C.:	
25	Packing boxes ..... per box	.55
25*a*	----do ..... do	.40
25*b*	----do ..... do	.295
	P. P. Kellogg & Co., Springfield, Mass.:	
26	Envelopes, $8\frac{5}{8}$ by $3\frac{5}{8}$:	
	Printed ..... per 1,000	1.10
	Plain ..... do	1.00
28	Envelopes, $10\frac{3}{16}$ by $4\frac{1}{8}$:	
	Printed ..... do	1.57
	Plain ..... do	1.47
29	Envelopes, $3\frac{1}{2}$ by $6\frac{5}{16}$:	
	Printed ..... do	.80
	Plain ..... do	.70
31	Envelopes, $9\frac{5}{8}$ by 4:	
	Printed ..... do	1.29
	Plain ..... do	1.19
32	Envelopes, $10\frac{1}{4}$ by $4\frac{3}{4}$:	
	Printed ..... do	1.70
	Plain ..... do	1.60
33	Envelopes, 11 by 5:	
	Printed ..... do	2.01
	Plain ..... do	1.81
	The Springfield Envelope Co., Springfield, Mass.:	
27	Envelopes, $8\frac{7}{8}$ by $3\frac{7}{8}$:	
	Printed ..... per 1,000	1.20
	Plain ..... do	1.15
34	Envelopes, $3\frac{1}{8}$ by $5\frac{1}{2}$ ..... do	.91
36	Envelopes, $3\frac{1}{2}$ by 6 ..... do	1.08
	The Columbia Rubber Works Co., New York, N. Y.:	
	Rubber bands:	
40*a*	$0\frac{1}{4}$ ..... per gross	.2125
40*b*	$00\frac{1}{4}$ ..... do	.56
40*c*	$000\frac{1}{4}$ ..... do	.325
40*d*	$000\frac{3}{4}$ ..... do	.96
40*e*	$0000\frac{1}{2}$ ..... do	.38
41*a*	No. 11 ..... do	.032
41*b*	No. 14 ..... do	.041
41*c*	No. 16 ..... do	.05
41*d*	No. 19 ..... do	.069
41*e*	No. 31 ..... do	.141
51*a*	Penholders, gutta-percha ..... per dozen	.535
51*b*	----do ..... do	.59
51*c*	----do ..... do	.64
78*a*	Rulers, rubber ..... do	1.20
78*b*	----do ..... do	1.42
78*c*	----do ..... do	1.63
	The Seamless Rubber Co., New Haven Conn.:	
42*a*	Rubber bands, one-half pound boxes ..... per pound	1.14
42*b*	Rubber bands ..... do	1.14
42*c*	----do ..... do	1.14
42*d*	----do ..... do	1.14
42*e*	----do ..... do	1.14
42*f*	----do ..... do	1.14
42*g*	----do ..... do	1.14
42*h*	----do ..... do	1.14
42*i*	----do ..... do	1.14
42*k*	----do ..... do	1.14
	C. S. Braisted, New York, N. Y.:	
43	Bevel erasers ..... per pound	.40
44	Pencil and ink erasers ..... per dozen	.80

List of contracts entered into by the Postmaster-General, etc.—Continued.

Item No.	Name of contractor and article.	Price.
46	Pens, Eagle:	
	No. 160 ..... per gross	$0.27
	No. 150 ..... do	.27
	No. 140 ..... do	.27
	No. 250 ..... do	.27
	No. 30 ..... do	.27
	No. 50 ..... do	.27
	No. 60 ..... do	.27
	No. 100 ..... do	.27
	No. 90 ..... do	.27
	No. 170 ..... do	.27
53	Pencils, black, Nos. 1 to 5 ..... per dozen	.075
55	Automatic pencils, colored ..... do	1.50
56	Leads for automatic pencils ..... per box	.07
57	Automatic pencils, indelible ..... per dozen	1.50
58	Leads, indelible ..... per box	.10
59	Colored pencils ..... per dozen	.08
	E. J. Brooks & Co., New York, N. Y.:	
45	Rubber stamping pads ..... per pound	.54
153	Flax twine, cable laid ..... do	.32
	American Lead Pencil Co., New York, N. Y.:	
46	Pens, Bank C ..... per gross	.18
	Pens, Falcon D ..... do	.18
54	Pencils, colored ..... per dozen	.105
	J. C. Parker, Washington, D. C.:	
50	Penholders ..... per gross	.72
102*a*	Memorandum books ..... per dozen	1.20
102*b*	----do ..... do	1.40
102*c*	----do ..... do	1.20
102*d*	----do ..... do	1.40
	Blank books:	
104*a*	4 by 12½ ..... per 100 pages	.10
104*d*	8 by 12½ ..... do	.16
104*e*	8¼ by 14 ..... do	.20
104*f*	10¼ by 15¼ ..... do	.48
117	Hectographs:	
	10 by 12½, single pad ..... each	3.58
	Refilling same ..... do	1.79
	10 by 15 inches, single pad ..... do	4.78
	Refilling same ..... do	2.39
	12 by 18 inches, single pad ..... do	5.68
	Refilling same ..... do	2.84
	10 by 12½ inches, double pad ..... do	4.48
	Refilling same ..... do	2.24
	10 by 15 inches, double pad ..... do	5.98
	Refilling same ..... do	2.99
	12 by 18 inches, double pad ..... do	7.18
	Refilling same ..... do	3.59
	Hectograph No. 2:	
	10 by 12½ inches ..... do	2.08
	Refilling same ..... do	1.04
	10 by 15 inches ..... do	2.98
	Refilling same ..... do	1.49
	12 by 18 inches ..... do	3.88
	Refilling same ..... do	1.94
117*a*	Hectograph ink ..... per bottle	.10
117*b*	Hectograph black ink ..... do	.15
117*c*	Hectograph ribbons ..... each	.50
118*a*	Pasteboard clips, letter size ..... per dozen	1.79
118*b*	Pasteboard clips, cap size ..... do	1.96
133	Oiled paper ..... per sheet	.02
	E. Morrison Paper Co., Washington, D. C.:	
46	Pens, Spencerian—	
	No. 1 ..... per gross	.6407
	No. 2 ..... do	.6407
	No. 3 ..... do	.6407
	No. 20 F ..... do	.6407
60	Ink, copying, quarts ..... per dozen	1.875
	D. A. Tower, New York, N. Y.:	
46	Pens, Miller—	
	No. 4 ..... per gross	.441
	No. 77 ..... do	.353
	No. 444 ..... do	.294
52*a*	Penholders, wood and rubber ..... per dozen	.2725
52*b*	----do ..... do	.3025
52*c*	----do ..... do	.33 1/3
52*d*	----do ..... do	.53 1/3
72*b*	Square inkstands, 3½-inch ..... do	2.50
76*b*	Shears, 10-inch ..... do	3.37
79*a*	Rulers, boxwood, 15-inch ..... do	1.35
79*b*	Rulers, boxwood, 18-inch ..... do	1.75
79*c*	Rulers, boxwood, 24-inch ..... do	2.20
112	Copying brushes ..... do	1.68

List of contracts entered into by the Postmaster-General, etc.—Continued.

Item No.	Name of contractor and article.	Price.
	Pins, pyramid—	
130*a*	No. 3 ..... per dozen	$0.38
130*b*	No. 4 ..... do	.36
130*c*	No. 5 ..... do	.34
130*d*	No. 6 ..... do	.32
	Landers, Frary & Clark, New Britain, Conn.:	
75	Steel erasers ..... do	1.80
	J. H. Chesley & Co., Washington, D. C.:	
76*a*	Shears, 9-inch ..... do	2.97
77	Envelope knives ..... do	1.44
77*a*	Knives, straight blades, 3½-inch ..... do	.79
	Rogers Manifold and Carbon Paper Co., New York, N. Y.:	
81	Copyable ribbons—	
	Remington ..... each	.40
	Hammond ..... do	.40
	Caligraph ..... do	.40
81*a*	Indelible copyable ribbons—	
	Remington ..... do	.40
	Hammond ..... do	.40
	Caligraph ..... do	.40
	Smith Premier ..... do	.40
81*b*	Black record ribbons ..... do	.40
	The Sadler Co., Baltimore, Md.:	
85*b*	Hand indexes ..... do	.08
93*a*	Self-inking rubber stamps ..... do	.80
	R. B. Dovell's Son Manufacturing Co., Newark, N. J.:	
127	Sealing wax ..... per pound	.18
	H. Baumgarten, Washington, D. C.:	
85	Rubber hand dating stamps ..... each	.21
85*a*	Hand indexes, dates ..... do	.25
85*c*	Facsimile of signatures ..... do	.40
86	Rubber dating stamps ..... do	.24
86*a*	Additional pads ..... do	.06
88	Hand stamps, 1, 2, or 3 lines ..... do	.03
89	Hand stamps, 4 or 5 lines ..... do	.06
89*a*	Hand stamps, 6 or 7 lines ..... do	.09
90	Hand stamps, square, circular, oval, or bordered ..... do	.10
91	Metal-bodied type, dates, and pallets, 42 per cent off list	.....
	Pallets, 42 per cent off list	.....
91*a*	Figures, 42 per cent off list	.....
	Pads for rubber stamps:	
92	No. 2 ..... per dozen	.95
92*b*	No. 3 ..... do	1.12
180	Ribbon dating stamps ..... each	1.80
181	Cotton ribbons ..... do	.045
93	Self-inking stamp ..... do	.85
	J. H. Mann, Philadelphia, Pa.:	
	Press copy books:	
94	15 by 18 ..... per dozen	21.00
95	10 by 12, 600 pages ..... do	7.68
96	10 by 12, 1,000 pages ..... do	11.40
98	16 by 25 ..... do	27.00
99	16½ by 36½ ..... do	45.00
100	11½ by 14½ ..... do	24.00
101	10 by 14 ..... do	15.00
	H. M. Barron, New York, N. Y.:	
103	Stenographers' notebooks ..... per dozen	.34
129	Numbering-machine ink, pints ..... do	11.00
	Thos. S. Safford, Camden, N. J.:	
152	Wrapping paper, 26 by 40 ..... per ream	2.39
	Marc M. Michael, New York, N. Y.:	
156	Cotton twine ..... per pound	.115
	The Manhattan Supply Co., New York, N. Y.:	
155	Small jute twine ..... per pound	.0706
	J. T. Bailey & Co., Philadelphia, Pa.:	
158	Coarse jute twine ..... per pound	.0731
	Fairbanks & Co., New York, N. Y.:	
159	Letter balances, metric ..... each	2.65
159*a*	Letter balances, 8-ounce ..... do	1.30
	Chas. T. Carter & Co., Washington, D. C.:	
160	Letter balances, 4-pound ..... each	1.98
	Jones of Binghamton, Binghamton, N. Y.:	
161*a*	Grocers' scales, 62-pound, scoop ..... each	2.25
161*b*	Flat tin pan ..... do	2.25
	Platform scales:	
162	240-pound ..... each	2.49
162½	400-pound ..... do	5.99
163	600-pound ..... do	7.50
164	1,000-pound ..... do	15.00
	Avil Printing Co., Philadelphia, Pa.:	
185	Canceling ink ..... per pound	.24
	Chas. M. Fox, Washington, D. C.:	
187	Inking pads ..... each	.255

List of contracts entered into by the Postmaster-General, etc.—Continued.

All supplies were delivered to the Post-Office Department, except blue mucilage, item No. 67, which was delivered to the postmaster at New York, N. Y., and facing slips and card-slide labels, item No. 24, which were delivered to the several post-offices entitled to receive them.

Very respectfully,

BLAIN W. TAYLOR,
Superintendent.

To W. H. LAMAR,
Chief Clerk, Office First Assistant Postmaster-General.

The financial statement of the Post-Office Department for the year ended June 30, 1895, is comprehended in the following tables:

Statement of appropriations and expenditures on account of the postal service for the fiscal year ending June 30, 1895.

Items.	Appropriations.	Expenditures to September 30, 1895.	Balance unexpended.
Office of the Postmaster-General.			
Advertising	$19,000.00	$14,616.52	$4,383.48
Miscellaneous items	1,000.00	93.77	906.23
Office of the First Assistant Postmaster-General.			
Compensation of postmasters	16,000,000.00	16,079,508.40	a 79,508.40
Compensation of clerks in post-offices	9,700,000.00	9,414,135.67	285,864.33
Rent, light, and fuel for first and second class offices	845,000,00	824,715.63	20,284.37
Rent, light, and fuel for third-class offices	660,000.00	599,980.45	60,019.55
Miscellaneous items, including office furniture	140,000.00	102,569.64	37,430.36
Free-delivery service	12,327,685.33	12,139,092.27	188,593.06
Stationery for post-offices	57,000.00	53,302.59	3,697.41
Wraping twine	80,000.00	79,989.76	10.24
Wrapping paper	50,000.00	49,989.24	10.76
Letter balances, scales, and test weights	15,000.00	8,924.88	6,075.12
Postmarking and rating stamps	30,000.00	24,305.20	5,694.80
Packing boxes, sawdust, etc	1,500.00	987.95	512.05
Printing facing slips, slide labels, etc	10,000.00	9,759.37	240.63
Canceling machines	60,000.00	59,987.88	12.12
Payment of money orders more than one year old	27,050.27	27,050.27	----------
Office of the Second Assistant Postmaster-General.			
Inland mail transportation:			
Railroad	26,435,000.00	26,429,747.21	5,252.79
Railroad special facilities	196,614.22	165,928.54	30,685.68
Star	6,000,000.00	5,753,579.07	246,420.93
Steamboat	420,000.00	381,430.02	38,569.98
Mail-messenger service	1,285,000.00	1,192,985.46	92,014.54
Mail bags and catchers	270,000.00	244,142.79	25,857.21
Mail locks and keys	35,000.00	34,636.67	363.33
Repair shop for mail bags	8,500.00	8,174.05	325.95
Railway post-office car service	3,000,000.00	2,946,939.46	53,060.54
Railway post-office clerks	7,186,000.00	7,103,025.30	82,974.70
Miscellaneous items	500.00	490.14	9.86
Transportation of foreign mails	1,400,000.00	1,181,455.90	228,544.10
Balances due foreign countries	110,000.00	109,386.66	613.34
Office of the Third Assistant Postmaster-General.			
Manufacture of postage stamps	163,000.00	107,699.78	55,300.22
Distribution of postage stamps	12,000.00	9,784.78	2,215.22
Manufacture of stamped envelopes	1,000,000.00	835,548.07	164,451.93
Distribution of stamped envelopes	17,800.00	17,747.30	52.70
Manufacture of postal cards	203,000.00	163,060.50	39,939.50
Distribution of postal cards	7,800.00	6,119.05	1,680.95
Registered package, tag, official, and dead-letter envelopes	110,000.00	97,840.34	12,159.66
Ship, steamboat, and way letters	1,500.00	727.66	722.34
Engraving, printing, and binding drafts and warrants	3,200.00	----------	3,200.00
Special-delivery service	281,161.42	281,161.42	----------
Miscellaneous items	500.00	282.00	218.00
Office of the Fourth Assistant Postmaster-General.			
Mail depredations and post-office inspectors	300,000.00	236,271.16	63,728.84
Payment of rewards	10,000.00	3,000.00	7,000.00
Total	88,479,811.24	86,790,172.82	1,769,146.82

a Overdrawn; $79,508.40 excess of expenditures over appropriation for compensation to postmasters.

Statement of the gross postal receipts, by quarters, for the fiscal year ended June 30, 1895, compared with the fiscal years ended June 30, 1894, and June 30, 1893.

Items of revenue.	Receipts for the fiscal year 1895.				
	Quarter ended—				Total.
	Sept. 30, 1894.	Dec. 31, 1894.	Mar. 31, 1895.	June 30, 1895.	
Letter postage paid in money	$1,761.10	$6,074.54	$70,542.34	$57,440.08	$135,818.06
Box rents and branch offices	620,828.35	627,230.55	630,845.77	631,044.91	2,509,949.58
Fines and penalties	2,991.00	5,047.47	5,234.43	7,616.78	20,889.68
Postage stamps, stamped envelopes, newspaper wrappers, etc	16,453,747.90	19,405,571.20	19,368,454.17	18,249,667.71	73,477,440.98
Dead letters	1,866.69	5,400.11	2,343.19	2,607.46	12,217.45
Revenue from money-order business	169,368.37	239,065.40	196,045.64	207,558.69	812,038.10
Miscellaneous	2,611.02	----------	----------	12,163.32	14,774.34
Unpaid money orders more than one year old	----------	----------	----------	----------	----------
Total	17,253,174.43	20,288,389.27	20,273,465.54	19,168,098.95	76,983,128.19

Items of revenue.	Receipts for the fiscal year 1894.			Receipts for the fiscal year 1893.		
	Total for 1894.	Increase 1895 over 1894.	Decrease 1895 from 1894.	Total for 1893.	Increase 1895 over 1893.	Decrease 1895 from 1893.
Letter postage paid in money	$81,827.17	$53,990.89	----------	$72,305.81	$63,512.25	----------
Box rents and branch offices	2,483,179.02	26,770.56	----------	2,492,336.60	17,612.98	----------
Fines and penalties	19,285.42	1,604.26	----------	22,347.08	----------	$1,457.40
Postage stamps, stamped envelopes, newspaper wrappers, etc	70,199,151.82	3,278,289.16	----------	72,359,213.59	1,118,227.39	----------
Dead letters	17,865.74	----------	$5,648.29	12,537.57	----------	320.12
Revenue from money-order business	960,341.26	----------	148,303.16	914,065.39	----------	102,027.29
Miscellaneous	18,828.61	----------	4,054.27	24,127.12	----------	9,352.78
Unpaid money orders more than one year old	1,300,000.00	----------	1,300,000.00	----------	----------	----------
Total	75,080,479.04	3,360,654.87	1,458,005.72	75,896,933.16	1,199,352.62	113,157.59
Less decrease	----------	1,458,005.72	----------	----------	113,157.59	----------
Net increase	----------	1,902,649.15	----------	----------	1,086,195.03	----------

Comparison:

Postal receipts (including amount derived from money-order business)	$76,983,128.19	
Increase in receipts for 1895 as compared with 1894	1,902,649.15	or 2.53 per cent.
Increase in receipts for 1895 as compared with 1893	1,086,195.03	or 1.43 per cent.
Postal receipts (excluding amount derived from money-order business)	76,171,090.09	
Increase in receipts for 1895 as compared with 1894	2,050,952.31	or 2.76 per cent.
Increase in receipts for 1895 as compared with 1893	1,188,222.32	or 1.58 per cent.
Amount of revenue derived from money-order business	812,038.10	
Decrease for 1895 as compared with 1894	148,303.16	or 15.44 per cent.
Decrease for 1895 as compared with 1893	102,027.29	or 11.16 per cent.

Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1895, compared with the fiscal years ending June 30, 1894, and June 30, 1893.

Items of expenditure.	Expenditures for the fiscal year 1895.				
	Quarter ending—				Total for the year.
	Sept. 30, 1894.	Dec. 31, 1894.	Mar. 31, 1895.	June 30, 1895.	
Office of the Postmaster-General.					
Advertising	$4,051.37	$3,315.66	$3,332.19	$3,917.30	$14,616.52
Miscellaneous items		38.75	35.02	20.00	93.77
Office of the First Assistant Postmaster-General.					
Compensation of postmasters	3,888,208.03	4,069,365.99	4,108,568.95	4,013,365.43	16,079,508.40
Compensation of clerks in post-offices	2,302,797.08	2,353,887.51	2,373,598.33	2,383,852.75	9,414,135.67
Rent, light, and fuel for first and second class offices	201,467.39	207,252.32	209,946.06	206,049.86	824,715.63
Rent, light, and fuel for third-class offices	141,964.03	150,895.82	153,661.04	153,459.56	599,980.45
Miscellaneous items, including office furniture	23,686.27	27,352.84	24,209.50	27,321.03	102,569.64
Free-delivery service	3,060,886.68	3,022,702.65	2,986,945.16	3,068,557.78	12,139,092.27
Stationery for post-offices	3,003.73	11,154.96	25,837.21	13,306.69	53,302.59
Wrapping twine	8,825.00	23,105.00	26,884.72	21,175.04	79,989.76
Wrapping paper	10,594.50	10,342.24	17,858.00	11,194.50	49,989.24
Letter balances, scales, and test weights	2,451.63	1,077.25	3,775.08	1,620.92	8,924.88
Postmarking and rating stamps	3,279.66	7,105.02	5,221.48	8,699.04	24,305.20
Packing boxes, sawdust, etc	235.00	500.90	29.60	222.45	987.95
Printing facing slips, slide labels, etc	1,655.73	2,128.18	2,932.49	3,042.97	9,759.37
Canceling machines	15,435.87	15,650.00	15,534.98	13,367.03	59,987.88
Rent, light, and fuel for post-offices					
Payment of money orders more than one year old	10,710.55	8,276.06	8,063.66		27,050.27
World's Fair station					
Office of the Second Assistant Postmaster-General.					
Inland mail transportation, railroad	6,505,975.37	6,607,447.37	6,611,130.99	6,705,193.48	26,429,747.21
Inland mail transportation, railroad, special facilities	42,427.65	41,576.07	38,906.88	43,017.94	165,928.54
Inland mail transportation, star	1,428,398.06	1,439,209.47	1,421,334.31	1,464,637.23	5,753,579.07
Inland mail transportation, steamboat	106,885.97	87,963.46	88,432.10	98,148.49	381,430.02
Mail-messenger service	300,026.37	299,409.80	297,379.26	296,170.03	1,192,985.46
Mail bags and catchers	50,950.15	60,443.89	69,676.79	63,071.96	244,142.79
Mail locks and keys	7,508.38	6,770.06	9,639.14	10,719.09	34,636.67
Repair shop for mail bags	1,735.00	2,230.80	2,260.47	1,947.78	8,174.05
Railway post-office car service	723,774.99	734,507.94	742,330.56	746,325.97	2,946,939.46
Railway post-office clerks	1,761,282.36	1,765,907.53	1,781,427.55	1,794,407.86	7,103,025.30
Miscellaneous items	52.00	60.90	168.33	208.91	490.14
Transportation of foreign mails	269,904.98	294,707.87	317,282.27	289,560.78	1,171,455.90
Balances due foreign countries	46.31	3,763.24	70,588.68	34,988.43	109,386.66
Office of the Third Assistant Postmaster-General.					
Manufacture of postage stamps		34,769.43	37,752.68	35,177.67	107,699.78
Distribution of postage stamps	2,424.28	2,450.00	2,450.00	2,460.50	9,784.78
Manufacture of stamped envelopes, etc	205,544.38	269,770.57	181,570.11	178,663.01	835,548.07
Distribution of stamped envelopes, etc	4,505.00	4,590.75	4,322.38	4,329.17	17,747.30

Statement of the expenditures on account of the postal service, etc.—Continued.

Items of expenditure.	Expenditures for the fiscal year 1895.				
	Quarter ending—				Total for the year.
	Sept. 20, 1894.	Dec. 31, 1894.	Mar. 31, 1895.	June 30, 1895.	
Office of the Third Assistant Postmaster-General—Continued.					
Manufacture of postal cards	$35,140.50	$46,467.49	$44,741.49	$36,711.02	$163,060.50
Distribution of postal cards	1,525.00	1,544.05	1,525.00	1,525.00	6,119.05
Registered package, tag, official, and dead-letter envelopes	22,849.89	24,626.58	27,337.09	23,026.78	97,840.34
Ship, steamboat, and way letters	228.16	196.72	155.92	146.86	727.66
Special-delivery service	64,222.86	72,735.12	69,184.16	75,019.78	281,161.42
Miscellaneous items		260.00	22.00		282.00
Office of the Fourth Assistant Postmaster-General.					
Mail depredations and post-office inspectors	51,854.97	57,713.80	60,571.35	66,131.04	236,271.16
Payment of rewards			1,200.00	1,800.00	3,000.00
Purchase of Confederate Government postal records					
Total	21,266,514.65	21,773,274.06	21,847,822.98	21,902,561.13	86,790,172.82

Items of expenditure.	Expenditures on account of previous fiscal years.	Expenditures for the fiscal year 1894.			Expenditures for the fiscal year 1893.		
		Total payments to June 30, 1895.	Comparison with 1895.		Total payments to June 30, 1895.	Comparison with 1895.	
			Increase.	Decrease.		Increase.	Decrease.
Office of the Postmaster-General.							
Advertising	$117.65	$22,386.49		$7,769.97	$20,197.74		$5,581.22
Miscellaneous items		12.00	$81.77		339.07		245.30
Office of the First Assistant Postmaster-General.							
Compensation of postmasters	36,260.98	15,917,693.25	161,815.15		15,897,501.12	$182,007.28	
Compensation of clerks in post-offices	20,825.02	8,776,782.20	637,353.47		8,345,078.88	1,069,056.79	
Rent, light, and fuel for first and second class offices	11,033.46	795,612.28	29,103.35		750,826.13	73,889.50	
Rent, light, and fuel for third-class offices	1,058.04	574,323.48	25,656.97		543,928.73	56,051.72	
Miscellaneous items, including office furniture	9,660.94	113,758.64		11,189.00	108,406.66		5,837.02
Free-delivery service	6,316.50	11,245,536.37	893,555.90		10,690,816.04	1,448,276.23	
Stationery for post-offices	56.85	32,545.73	20,756.86		56,026.49		2,723.90
Wrapping twine		81,603.40		1,613.64	108,952.00		28,962.20
Wrapping paper		50,039.00		49.76	47,549.94	2,439.30	
Letter balances, scales, and test weights	390.00	7,220.35	1,704.53		12,267.43		3,342.55
Postmarking and rating stamps		29,199.16		4,893.96	27,228.91		2,923.71
Packing boxes, sawdust, etc		1,026.43		38.48	1,200.67		212.72
Printing facing slips, slide labels, etc	46.02	7,371.21	2,388.16		6,116.14	3,643.23	
Canceling machines	1,032.98		59,987.88			59,987.88	
Rent, light, and fuel for post-offices	836.17						
Payment of money orders more than one year old			27,050.27			27,050.27	
World's Fair station	70.79	32,404.84		32,404.84	14,411.00		14,411.00

Office of the Second Assistant Postmaster-General.							
Inland mail transportation, railroad	153,303.96	25,757,756.46	671,990.75		24,371,477.09	2,058,270.12	
Inland mail transportation, railroad, special facilities	12,551.59	163,035.67	2,892.87		193,335.23		27,406.69
Inland mail transportation, star	10,647.22	5,864,717.03		111,137.96	5,700,086.17	53,492.90	
Inland mail transportation, steamboat	64.84	416,679.26		35,249.24	404,647.21		23,217.19
Mail-messenger service	33,696.36	1,211,022.85		18,037.39	1,202,012.44		9,026.98
Mail bags and catchers	16,807.88	250,662.45		6,519.66	259,986.86		15,844.07
Mail locks and keys	319.53	34,913.39		276.72	34,881.60		244.93
Repair shop for mail bags	232.92	8,491.52		317.47	6,476.84	1,697.21	
Railway post-office car service	1,783.34	2,923,709.90	23,229.56		2,795,624.53	151,314.93	
Railway post-office clerks	931.82	6,878,673.73	224,351.57		6,632,381.73	470,643.57	
Miscellaneous items		490.89		.75	500.00		9.86
Transportation of foreign mails	33,739.04	1,283,893.51		112,437.61	1,215,285.90		43,830.00
Balances due foreign countries	34,028.68	110,000.00		613.34	87,500.00	21,886.66	
Office of the Third Assistant Postmaster-General.							
Manufacture of postage stamps		338,745.35		231,045.57	312,110.93		204,411.15
Distribution of postage stamps		9,094.75	690.03		8,820.00	964.78	
Manufacture of stamped envelopes, etc	449.97	901,999.33		66,451.26	995,365.70		159,817.63
Distribution of stamped envelopes, etc		17,422.16	325.14		17,017.77	729.53	
Manufacture of postal cards		177,327.21		14,266.71	258,930.86		95,870.36
Distribution of postal cards	4.20	6,730.10		611.05	7,031.05		912.00
Registered-package, tag, official, and dead-letter envelopes		88,690.89	9,149.45		95,334.30	2,506.04	
Ship, steamboat, and way letters		951.87		224.21	910.74		183.08
Special-delivery service	28.64	261,237.46	19,923.96		256,677.51	24,483.91	
Miscellaneous items	.53	83.00	199.00		223.33	58.67	
Office of the Fourth Assistant Postmaster-General.							
Mail depredations and post-office inspectors	1,116.48	198,245.67	38,025.49		238,725.97		2,454.81
Payment of rewards			3,000.00			3,000.00	
Purchase of Confederate Government postal records					2,500.00		2,500.00
Total	397,412.40	84,592,089.28	2,853,232.13	655,148.59	81,728,690.71	5,711,450.52	649,968.41
Less decrease			655,148.59			649,968.41	
Net increase			2,198,083.54			5,061,482.11	

Comparison of expenditures:

Increase over the fiscal year 1894	$2,198,083.54
Increase over the fiscal year 1893	5,061,482.11

Expenditures on account of transportation of domestic mails:

For the fiscal year 1893	34,624,817.84
For the fiscal year 1894	36,207,572.77
For the fiscal year 1895	36,870,609.76
Increase over fiscal year 1894	663,036.99
Increase over fiscal year 1893	2,245,791.92

Comparison of receipts and expenditures for fiscal year 1895:

Expenditures	86,790,172.82
Receipts	76,983,128.19
Excess of expenditures	9,807,044.63

Five contracts were made by the Postmaster-General during the year ended June 30, 1895, through the office of the Third Assistant Postmaster-General, one for registered package, tag, official, and dead-letter envelopes, and the other four for envelopes for the use of the several Executive Departments, under the act of January 12, 1895, as follows:

REGISTERED PACKAGE AND OTHER ENVELOPES.

[Place of delivery: Washington, D. C., and such post-offices as the Department in its orders on the contractors may indicate.]

Item number of contract schedule.	Estimated number required.	Contractor.	Description of envelopes.	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
1	29,735,750	Plimpton Manufacturing Co. and Morgan Envelope Co., of Hartford, Conn.	3⅜ by 5⅞ inches		$0.53	
2	3,675,500	do	3¾ by 6¼ inches		.63	
3	14,852,900	do	3⅞ by 8⅝ inches		.92	
4	429,000	do	4⅛ by 6⅛ inches		1.38	
5	2,220,500	do	4⅛ by 9½ inches		1.53	
6	4,562,050	do	4 9/16 by 9 9/16 inches		1.82	
7	10,957,500	do	5 by 10½ inches (for registered packages)		3.55	
8	772,300	do	6¾ by 11½ inches (for large registered packages)		5.47	
9	1,146,500	do	3⅝ by 5½ inches (tag envelopes)		1.80	
10	1,000	do	5½ by 7½ inches		2.00	
11	68,500	do	6 by 9 inches		2.90	
12	765,750	do	6¾ by 10½ inches		2.93	
13	16,000	do	7⅛ by 10 inches		3.20	
14	6,250	do	7½ by 11 inches		3.60	
15	19,750	do	9 by 13½ inches		4.32	
16	122,000	do	12 by 15 inches		6.20	

ENVELOPES FOR USE OF EXECUTIVE DEPARTMENTS.

[Places of delivery: Washington, D. C., pension agencies at Augusta, Me., Boston, Mass., etc., and such other places as Departments may indicate, provided contractors accede thereto without extra cost.]

Item number of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
			White.			
1	1,615,000	Springfield Envelope Co., of Springfield, Mass.	10⅛ by 4⅝ inches, 50 pounds	38	$1.48	$1.43
2	2,512,000	do	9⅝ by 4⅛ inches, 50 pounds	38	1.24	1.19

3	10,600,000	....do	8⅞ by 3⅞ inches, 50 pounds	38	1.15	1.10
4	1,200,000	....do	8⅝ by 3⅝ inches, 50 pounds	38	1.04	.99
5	200,000	....do	6½ by 3⅞ inches, 50 pounds	38	.82	.77
6	2,530,000	....do	6 by 3½ inches, 50 pounds	38	.77	.72
7	700,000	....do	5½ by 3⅛ inches, 50 pounds	38	.67	.62
			Cream laid.			
8	15,000	Powers Paper Co., of Holyoke, Mass.	10⅞ by 4⅞ inches, highly calendered, No. 1 quality, 60 pounds	----------	2.58	2.48
9	15,000	....do	10⅛ by 4⅝ inches, same as above, 70 pounds	----------	2.58	2.48
10	25,000	....do	9⅝ by 4⅛ inches, same as above, 60 pounds	----------	2.13	2.03
11	50,000	....do	8⅞ by 3⅞ inches, same as above, 60 pounds	----------	1.89	1.79
12	25,000	....do	8⅝ by 3⅝ inches, same as above, 60 pounds	----------	1.76	1.66
13	10,000	....do	6¾ by 3¼ inches, same as above, 60 pounds	----------	1.50	1.40
14	300,000	....do	6 by 3⅛ inches, same as above, 50 pounds	----------	1.07	.97
15	20,000	....do	5½ by 3¼ inches, same as above, 50 pounds	----------	.81	.71
			Azure blue.			
16	25,000	Springfield Envelope Co., of Springfield, Mass.	11½ by 5 inches, 50 pounds	40	2.25	2.15
17	100,000	....do	9⅝ by 4⅛ inches, 50 pounds	40	1.45	1.40
18	10,000	....do	8⅞ by 3⅞ inches, 50 pounds	40	1.40	1.30
19	75,000	....do	6½ by 3⅝ inches, 50 pounds	40	.82	.77
20	40,000	....do	5½ by 3⅛ inches, 50 pounds	40	.80	.70
			Miscellaneous.			
21	5,000	Easton & Rupp, of Washington, D. C.	7 by 4⅝ inches, Hurd's satin wove, (51-9) No. 193, white	----------	----------	4.88
22	2,000	....do	7 by 3¾ inches, pure Irish linen (R.), white or cream	----------	----------	2.50
23	5,000	....do	6½ by 4 inches, parchment vellum (R.), white or cream	----------	----------	2.50
24	2,000	....do	6¼ by 4⅛ inches, Crane's kid finish (11 N. S.), No. 193, white or cream	----------	----------	6.25
25	4,000	....do	6¼ by 3⅛ inches, Crane's bond (6¼ N. S.), No. 29, white or cream	----------	----------	6.65
26	60,000	....do	6 by 3½ inches, Crane's parchment vellum, 50 pounds, white, cream, or azure.	----------	----------	3.26
27	25,000	....do	6 by 3½ inches, Crane's Distaff linen, mill or satin finish, 54 pounds, white or cream.	----------	----------	4.12
		....do	Marcus Ward & Co.'s royal Irish linen, white or cream	----------	----------	4.10
		....do	Pure Irish linen (R.), white or cream	----------	----------	2.35
		....do	Pure Irish linen (C. H.), white or cream	----------	----------	2.32
28	5,000	....do	6 by 3½ inches, Crane's bond (6 N. S.), No. 21, white or cream	----------	----------	4.45
		....do	Bond (R.) white or cream	----------	----------	1.78
29	6,000	....do	5¾ by 4¼ inches, Crane's parchment vellum, 50 pounds, white or cream	----------	----------	5.94
		....do	Parchment vellum (R.), white or cream	----------	----------	3.02
30	1,000	....do	5⅓ by 4½ inches, Pure Irish linen (R.), white or cream	----------	----------	1.92
31	85,000	....do	5½ by 3⅛ inches, Crane's distaff linen (5 N. S.), No. 57, white or cream	----------	----------	4.12
		....do	Marcus Ward & Co.'s royal Irish linen, white or cream	----------	----------	3.60
		....do	Pure Irish linen (R.), white or cream	----------	----------	1.92
32	15,000	....do	5½ by 3⅛ inches, Crane's parchment vellum, 50 pounds, white or cream	----------	----------	3.30
		....do	Parchment vellum (R.), white or cream	----------	----------	1.92
33	10,000	....do	5⅜ by 4¼ inches, Crane's distaff linen (5¼ N. S.), No 57, white or cream	----------	----------	5.15
		....do	Pure Irish linen (R.), white or cream	----------	----------	2.80
34	10,000	....do	5⅜ by 3⅜ inches, Hurd's satin wove (royal 194$\frac{1}{10}$), white or cream	----------	----------	3.00

ENVELOPES FOR USE OF EXECUTIVE DEPARTMENTS—Continued.

Item number of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand. Printed.	Price per thousand. Plain.
			Miscellaneous—Continued.			
34	10,000	Easton & Rupp, of Washington, D. C.	5⅝ by 3⅝ inches, Pure Irish linen (R.), white or cream			$2.15
35	75,000	do	5⅛ by 4 1/16 inches, Crane's parchment vellum, 50 pounds, white, cream, or azure.			3.28
		do	Parchment vellum (R.), white, cream, or azure			2.15
36	40,000	do	5⅛ by 4¼ inches, Hurd's satin wove (1 baronial), No. 194 1/16, white or cream.			3.00
		do	Pure Irish linen (R.), white or cream			2.15
37	250,000	do	5⅛ by 4 1/16 inches, Crane's distaff linen, mill or satin finish (1 Baronial), No. 57, white or cream.			4.12
		do	Marcus Ward & Co.'s royal Irish linen, white or cream			4.10
		do	Pure Irish linen (R.), white or cream			2.15
38	10,000	do	5⅛ by 4 1/16 inches, Crane's old style (baronial), No. 254, white or cream			4.74
		do	Bond (R.), white or cream			1.85
39	10,000	do	5⅛ by 4 1/16 inches, Crane's superfine (commercial), No. 8½, white or cream			3.04
		do	Antique flax (R.), white or cream			2.18
40	50,000	do	5⅛ by 4 1/16 inches, Hurd's Egyptian linen (baronial), No. 125½, white or cream.			1.90
		do	Pure Irish linen (R.), white or cream			1.50
41	5,000	do	4⅝ by 2⅝ inches, plain white, 50-pound stock (R.)			.78
42	75,000	do	4⅛ by 3¼ inches, Crane's Distaff linen, 54 pounds, white or cream			3.82
		do	Marcus Ward & Co.'s Royal Irish linen, white or cream			3.60
		do	Pure Irish linen (R.), white or cream			1.80
		do	4⅛ by 3¼ inches, Crane's bond (2 baronial), No. 21, white or cream			2.74
43	10,000	do	Bond (R.), white or cream			1.82
		do	4½ by 3½ inches, Crane's N. S., No. 4, white or cream			5.50
44	2,000	do	Pure Irish linen (old style R.), white or cream			1.82
		do	3½ by 2¼ inches, Crane's N. S., No. ½, white or cream			4.50
45	2,000	do	Pure Irish linen (old style R.), white or cream			1.60
			Cloth-lined.			
46	500	The White, Corbin & Co., of Rockville, Conn.	15½ by 10½ inches, white, open end	55	$36.45	35.45
47	2,000	do	15½ by 9⅞ inches, azure	55	31.45	30.45
48	5,000	do	13 by 8½ inches, azure	55	24.90	23.90
49	2,000	do	11 by 9 inches, white	55	23.30	22.30
50	3,000	do	10⅞ by 4⅞ inches, white	55	13.45	12.45
51	1,000	do	10½ by 6 inches, white	55	16.95	15.95
52	37,000	do	10⅛ by 4⅞ inches, azure	55	13.45	12.45

53	7,000	....do	10 by 5 inches, azure	55	14.37	13.37
54	2,000	....do	10 by 4½ inches, white	55	11.79	10.79
55	1,000	....do	9⅞ by 6⅜ inches, azure	55	16.45	15.45
56	60,000	....do	9½ by 4 inches, azure	55	9.90	9.60
57	10,000	....do	6⅞ by 4⅞ inches, azure	55	9.00	8.70
58	12,000	....do	6¼ by 3½ inches, azure	55	6.92	6.62
			Manila.			
59	10,000	Springfield Envelope Co., of Springfield, Mass.	16 by 10 inches, 100 pounds	97	7.00	6.70
60	10,000	....do	15 by 12 inches, 100 pounds	97	7.50	7.25
61	25,000	....do	15 by 11 inches, 100 pounnds	97	7.00	6.85
62	1,000	....do	15 by 10 inches, 100 pounds	97	8.00	7.00
63	1,500	....do	15 by 9 inches, 100 pounds	97	7.50	6.50
64	56,000	....do	14 by 10 inches, 100 pounds	97	6.15	6.00
65	10,000	....do	14 by 10 inches, 80 pounds	77	5.25	5.00
66	1,000,000	....do	13½ by 6¼ inches, 80 pound	77	3.59	3.40
67	112,000	....do	13 by 11 inches, 80 pounds	77	5.25	5.10
68	15,000	....do	13¼ by 8⅝ inches, 80 pounds	77	5.00	4.75
69	5,000	....do	12⅞ by 10½ inches, 80 pounds	77	5.50	5.25
70	50,000	....do	12½ by 9 inches, 100 pounds	97	5.25	5.07
71	25,000	....do	12½ by 9 inches, 60 pounds	57	3.60	3.40
72	175,000	....do	12½ by 5½ inches, 60 pounds	57	2.75	2.55
73	3,000	....do	12 by 10½ inches, 50 pounds	52	4.50	4.00
74	20,000	....do	12 by 10 inches, open end, 50 pounds	52	3.70	3.50
75	125,000	....do	12 by 9½ inches, 50 pounds	52	3.00	2.89
77	2,000	....do	12 by 9 inches, open end, 60 pounds	57	4.50	4.00
78	600,000	....do	12 by 8 inches, 80 pounds	77	3.75	3.62
79	10,000	....do	12 by 8 inches, 60 pounds	57	3.50	3.25
80	240,000	....do	11½ by 8½ inches, 60 pounds	57	3.10	2.99
81	20,000	....do	11½ by 7½ inches, 80 pounds	77	3.75	3.55
82	500,000	....do	11½ by 4½ inches, 50 pounds	52	1.52	1.42
83	15,000	....do	11¼ by 7⅝ inches, 100 pounds	97	4.50	4.25
84	50,000	The White, Corbin & Co., of Rockville, Conn.	11 by 9 inches, 60 pounds	44	2.90	2.70
85	103,000	Springfield Envelope Co., of Springfield, Mass.	11 by 8 inches, 60 pounds	57	2.90	2.77
86	5,000	....do	11 by 7½ inches, 50 pounds	52	3.50	3.00
87	65,000	The White, Corbin & Co., of Rockville, Conn.	11 by 5 inches, 50 pounds	46	1.73	1.63
88	3,000	Springfield Envelope Co., of Springfield, Mass.	10½ by 7½ inches, open end, 50 pounds	52	3.50	3.00
89	170,000	....do	10½ by 7 inches, 60 pounds	57	2.70	2.51
90	5,600,000	....do	10½ by 6½ inches, 40 pounds	44	1.50	1.36
91	7,000	....do	10½ by 5½ inches, 50 pounds	52	2.75	2.25
92	5,000	The White, Corbin & Co., of Rockville, Conn.	10¼ by 6½ inches, 50 pounds	46	2.48	1.98
93	25,000	Springfield Envelope Co., of Springfield, Mass.	10⅜ by 4½ inches, ungummed, 80 pounds	77	1.90	1.70
94	13,000	....do	10¼ by 8¼ inches, 60 pounds	57	3.20	3.00
95	315,000	....do	10¼ by 4½ inches, 40 pounds	44	1.14	1.04

ENVELOPES FOR USE OF EXECUTIVE DEPARTMENTS—Continued.

Item number of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
			Manila—Continued.			
96	1,060,000	The White, Corbin & Co., of Rockville, Conn.	10 by 6½ inches, open end, 40 pounds	35	$1.85	$1.75
97	5,000	Springfield Envelope Co., of Springfield, Mass.	10 by 5 inches, double fold, 80 pounds	77	4.50	4.00
99	50,000	do	9½ by 6½ inches, 100 pounds	97	3.50	3.35
100	204,000	do	9½ by 5¼ inches, 50 pounds	52	2.00	1.90
101	10,000	The White, Corbin & Co., of Rockville, Conn.	9½ by 4½ inches, 80 pounds	62	2.44	2.04
102	50,000	Springfield Envelope Co., of Springfield, Mass.	9½ by 4⅛ inches, ungummed, 60 pounds	57	1.25	1.15
103	720,000	do	9½ by 4⅛ inches, 40 pounds	44	.93	.88
104	450,000	do	9⅛ by 4⅛ inches, 36 pounds	30	.87	.82
105	158,000	do	8⅞ by 3⅞ inches, 60 pounds	57	1.13	1.03
106	25,000	do	8⅞ by 3⅞ inches, ungummed, 60 pounds	57	1.13	1.03
107	450,000	do	8⅞ by 3⅞ inches, 28 pounds	26	.78	.68
110	100,000	do	8⅝ by 3⅝ inches, ungummed, 50 pounds	52	.94	.84
111	500,000	do	8⅝ by 3⅝ inches, 36 pounds	30	.78	.73
112	1,700,000	do	6¾ by 3¾ inches, 28 pounds	26	.60	.55
113	10,000	do	6 by 3½ inches, 28 pounds	26	.75	.50
114	100,000	do	5¾ by 3½ inches, open end, 80 pounds	77	1.04	.94
115	100,000	do	5½ by 4 inches, open end, ungummed, 80 pounds	77	2.00	1.85
116	80,000	do	$5\frac{7}{16}$ by $3\frac{3}{16}$ inches, 28 pounds	26	.50	.42
117	50,000	do	4⅝ by 2⅝ inches, 40 pounds	44	.53	.43
118	50,000	do	4⅛ by 2⅛ inches, "Gold Pay," square lap, 36 pounds	30	.60	.50
119	25,000	do	4⅛ by 2½ inches, open end, 50 pounds	52	.65	.50
120	25,000	do	2 by 2 inches, 50 pounds	52	1.50	1.25

NOTE.—In the original schedule sent to bidders were items 76, 98, 108, and 109, which covered "Tension" and "Bishop's" patent envelopes. No bids for these were received, and consequently no contracts for them were made.

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MDZ Münchener DigitalisierungsZentrum Digitale Bibliothek

House documents

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